THE EVENING TELEGRAPH.

VOL. XV.—NO. 37. PHILADELPHIA, MONDAY, FEBRUARY 13, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

The Missing Tennessee.

Opinions of High Officials.

Bid Officers Refuse to Sail in Her?

The Alabama Claims.

A Reported Basis of Settlement.

The Ice Blockade at New York.

The Death of Gen. Prim.

Particulars of the Assassination

THE TENNESSEE.

The Engineers Relieved from Duty.

A *World* reporter, says that paper of to-day called on the proper official at the Navy Department, having charge of the assignment of officers, and inquired, "Have you heard, sir, the statement that three engineer officers assigned to the Tennessee were afraid to sail on her, and were relieved from that duty?"

Official—No, sir. If such a reason had been assigned they probably would not have been relieved.

Correspondent—Were there not officers assigned to her who made application to be relieved from the order?

O.—I believe there were; but not for the reason you alleged.

C.—Who were they?

O.—Well, Engineer James Sheridan, of the Brooklyn Yard, was assigned, and asked to be relieved soon thereafter.

C.—What reason did he give for not desiring to go on board the Tennessee?

O.—He gave no reason himself; but his friends appealed to the department to let him off, as he had just got married.

C.—Lieutenant Sheridan and his friends did not complain then of the unseaworthiness of the Tennessee?

O.—No, sir.

C.—Was there any other officer who did not want to go?

O.—(Reluctantly)—I believe there was another engineer named Snyder, of Philadelphia.

C.—What reason did he assign?

O.—He applied to be relieved because his father was at the point of death. He was relieved, and his father has since died. But these two were the only ones who were positively assigned and then relieved from their orders to go on the Tennessee.

C.—What do you think of General Banks' statements about scores of naval officers declaring that they would not sail on the Tennessee?

O.—Many of them have doubtless said so in conversation, but they would not make the same statement before a court of inquiry. All who talk that way hate Porter.

THE NAVAL CONSTRUCTOR'S VIEWS.

Hon. Isaiah Hanscom, Chief of the Bureau of Construction of the Navy Department, was called upon for his views regarding the Tennessee. He is a brother of W. L. Hanscom, naval constructor, who was the subject of the lively debate in the House.

Correspondent—What do you think, Mr. Hanscom, of the Tennessee? You build ships. Tell us what you know of her.

Chief Hanscom—Well, I never looked into the Tennessee, but from what I have been told and know of her she is a good ship. She was designed by Naval Constructor Delano, of the Brooklyn yard, one of the best officers in the service.

C.—But she has been remodelled by Admiral Porter.

C. H.—Yes, Porter ordered a board on her who changed the blades of her propellers, took out four of her boilers, removed her coal bunks from her berth deck and put a spar deck on her. It also changed the location of her armament. All this changed her centre of gravity, but still that may be all right.

C.—What engines has she?

C. H.—The Ericsson engines. The Tennessee was the old Madawaska, and was the trial ship for steam machinery, with the Wampanoag, between Isherwood's and Fox's engines. Her machinery having been reduced, her speed is lessened very much. On her trial trip in New York Bay the Tennessee made but six and a half knots an hour; so you see that she is a slow vessel. Now, if she went outside the Bermudas, as stated, she makes a two thousand mile trip, and she is not out long enough for alarm. My own opinion, from a knowledge of her speed, is that there is no cause for alarm. If she took a shorter course, it is time she was heard from; but the report is that she went east of the Bermudas, which makes a difference of 500 miles.

C.—Your brother, Mr. Hanscom, thinks that the Tennessee is unseaworthy.

C. H.—Well, he has seen her and knows more about her than I do. If I knew the plans on which she was reconstructed I could tell.

—A Washington correspondent says;—

ADMIRAL PORTER SANGUINE.

Admiral Porter, who was called on, was very sanguine that nothing had happened. "Will you be kind enough to give us your reasons?" said the correspondent to the Admiral.

Admiral Porter replied to this effect:—"According to the course which the Tennessee would take, she would have to sail two thousand eight hundred and ninety miles before she could be heard from in the ordinary course of events. It would take her ten days to reach Samana Bay. She would remain five days in Samana. It would take her two days to reach San Domingo City, and five days from the latter port to Havana. She sailed on the 10th, and would not have much more than got clear of Sandy Hook on the first day. This would bring her to the 17th. Then allowing ten days to Samana would bring her to the 27th. Five days in Samana would bring her to the 1st instant. Two days to San Domingo City would be the 3d instant, and five days to Havana would be the 8th instant. She had to cross the Gulf Stream diagonally, against a four-mile current, which would be equivalent to a loss of one hundred miles on the day of crossing, and which would have to be added to the time. Allowing for incidental mishaps to new machinery not tested, leakage of valves, and little matters only to be known by those in charge, and another day or two may be easily accounted for, bringing us down to the 9th or 10th inst. So those having knowledge of the vessel and familiar with the accidental drawbacks to a speedy passage by a vessel just overhauled and not subsequently tested, have no uneasiness as to her safety.

THREE REASSURING REASONS.

A high naval official who was appealed to for his views declined to allow his name to be published, but submitted them pointedly thus:—

First. The Tennessee has no business to be heard from for ten days. The despatches from Cape Haytien of the date when the Tennessee sailed only arrived yesterday.

Second. If she ought to be heard from, even the necessities of sea life call for an allowance of many days.

Third. She was a live oak vessel, splendidly equipped, and well officered and manned.

Fourth. There has been no bad weather, and no special preparation to announce her arrival.

THE ALABAMA CLAIMS.

The Basis of Settlement Believed to Have Been Already Agreed On.

The Washington correspondent of the New York *Tribune* writes:—

"It is believed that the commission will not begin its sessions until about the 1st of March, as, under the most favorable circumstances, Earl de Grey, Prof. Bernard, and Lord Tenterden will not arrive here until the last week of the present month, while the successor of Sir John Rose has not yet sailed. It is supposed by some that the commission will be in session but a few weeks, as it is understood that the object of the conference is not to arrange the details of a treaty or treaties covering the several questions at issue, but to determine the principles and settle the policy upon which the details can afterward be negotiated. This, it is claimed, is the view entertained in administration circles. In the matter of the Alabama, for instance, the business of the joint commission will be to consider and settle the liability, and also determine the provisions of law necessary to the meeting of such cases, and the responsibilities arising in the future. This done, the liability of Great Britain, or otherwise, for the other privateers will be considered and determined.

In the matter of the fisheries, the commission will undoubtedly determine not only the proper interpretation of present treaties, but the manner and extent to which the privilege shall be made hereafter available to our fishermen, as well as other matters that may properly grow out of this concession. In this view of their duties the joint commissioners' business will appear to be the considering and sanctioning, in the high and grave manner attaching to their dignified position, of the formulas and principles upon which not only questions now in dispute shall be settled, but the basis on which others that are likely to arise, especially in regard to our relations with British North America, may be determined on.

On the other hand, it is the opinion of some that the basis of settlement of the Alabama claims has already been arranged between the two Governments, and will be given to the commission on its meeting, so that its duties in this regard are to be only nominal. This opinion gains strength from the fact that the correspondence sent to the Senate is so vague in regard to the duties and powers of the commission.

General Schenck is known to have taken part in the preliminary negotiations, and it is believed that if what appears in the three letters printed is all the understanding arrived at during the late visit of Sir John Rose, Mr. Schenck would never have given his assent to the reopening of the questions at issue now. The members of the English Embassy are quite elated at the result of recent negotiations, regarding it as sure to inure to the permanent peace and friendship of the two countries.

THE EAST RIVER BRIDGED.

Over a Thousand People Cross on the Ice—The Tide Turns and the Bridge Moves—The Scramble for the Shore—Many Persons Rescued by Boats.

The quantity of ice in the rivers yesterday was greater than it has been for several years. Not since the time when Mrs. Henry Ward Beecher and Mrs. Beach immortalized themselves by crossing from Brooklyn to New York on its slippery and treacherous surface has there been any occasion until yesterday when the ice has afforded a safe passage.

But yesterday immense cakes of ice which had been set free from the rivers and bays by the late moderate weather were carried by the flood-tide into the North and East rivers, rendering ferry travel difficult and uncertain. As long as the tide was sufficiently strong the mass moved on up the river, crushing and grinding against the piers on each side, and sliding up one cake above another, forming huge boulders and miniature icebergs. Towards the end of the flood, however, the tide slackened, and at 1 P. M. the ice came to a stand, wedged tightly against each shore, forming from Fulton up to Catharine Ferry a perfect ice bridge.

TROUBLES OF THE RIVER CRAFT.

At this time one of the Fulton ferry-boats was in the slip on the Brooklyn side, two were in the river, and the other in the slip on the New York side. There was a tug, with some two or three lighters in tow, bound down the river, and another with a schooner trying to make her way in the same direction; then there was a Navy Yard tug bound to the yard. Besides these there were several other small tugs. All of these were at once ice-bound and stationary, as if in a Polar sea.

THE FORLORN HOPE.

Soon the firm appearance of the ice tempted a small boy with a skate on one foot and a ragged boot on the other to try its soundness. Carefully and timidly he got down from a dock just above the ferry and then growing bolder as he found that it did not yield under his weight, he struck out with a shout and was soon skimming over towards New York on his one skate. Then another and another tried it from the Brooklyn side, and then, tempted by the example, another crowd started from the Peck slip dock on the New York side. Then numbers essayed the passage, men and boys and women, half a dozen of whom started, but only two had nerve enough to persevere and reach the other side amid shouts of applause from the bystanders. This passage across the ice continued for some time, the crowds gradually grew greater, and several itinerant dealers in old clothes from Catharine street, with their packs of goods on their shoulders, crossed the river in safety. Women gathered on the wharves, and seemed to pause, as if in deliberation whether they would attempt the perilous journey. But few of the gentler sex attempted the task, and the adventurous travellers were almost wholly composed of errand-boys, bootblacks, and newsboys.

MOVING OF THE ICE.

Shortly before 2:30 o'clock the ice commenced to move down stream, and a scene of an unusual and somewhat dramatic character took place. About 300 persons, chiefly boys, were on the ice at the time. Over 100 men and boys were on one large cake opposite to the Roosevelt Street Ferry. As the ice began to move this crowd of men and boys gathered half-affrighted in the centre of the cake and awaited means of rescue.

At last an effort was made to save them, much to the gratification of the thoughtless adventurers. The Government steamtug Catafalene, which was bound for the navy yard, steamed for the perilled pedestrians, and breaking through the pack ice, ran into the sheet of ice, and took the frightened men and boys on board. By this means 100 persons were saved. Others were barely able to reach the deck of the boat as they floated past on smaller pieces of ice, but by means of ropes they were finally taken on board. Those who could not reach the tug were taken on board by the Williamsburg ferry boat Arizona, and conveyed safely ashore.

SAVED BY SMALL BOATS.

A small boat was launched from the New York shore, manned by several sailors, which saved a number of people, about seventeen in all. The steam-tugs Clay and Lennox, which were wedged in by the ice, were freed about 3 o'clock, and went direct to a party who were still on the ice, but they were rescued before the boats arrived.

NO LIVES LOST.

Although many were in great danger no lives were lost. The more sensible of the observers thought that the police should have prevented this useless exposure of human life to danger. While the "crossers" stoutly maintained their right to cross as often as they pleased, and only regretted that there was not some way in which they could do this at all times, independent of prospective bridges and ferry companies.

THE NORTH RIVER.

Owing to the immense masses of ice that filled the North river yesterday morning, Jersey residents doing business in New York met with considerable delay and inconvenience before the ferry-boats could force their way through the floating barriers of ice. At the Pavonia ferry fully two thousand persons had accumulated before a boat could make its way to receive its human cargo. At length, about 9 o'clock, the Jay Gould started, crowded with passengers, but ere she had got half way, encountered a field of ice which effectually put a quietus to her forward movement, and she was obliged to return to her slip in Jersey City. At length, after several efforts, New York was reached. The ferry-boat Delaware on her third trip had her rudder disabled by coming in contact with a huge mass of ice, and, after drifting helplessly about for two hours, was towed to her slip by a tug-boat.

Another Account—Loss of Four Vessels.

The ice in the East and North rivers was thicker and heavier to-day than at any other time this winter. The immense quantities coming up on the flood-tide in the morning caused a jam from Pier No. 38, East river, to the Brooklyn side, and from 1 o'clock until 2 a large number of persons passed over. The steamer Bridgeport, coming down, cut a large number off from the shore, but they were all taken off by the Navy Yard steamer.

Three canal-boats and the small tug-boat Ontario was sunk off Pier No. 18, East River, by the ice. Ferry-boats and other steamers were obliged to remain at their docks. At one time great fears were apprehended that Piers Nos. 38, 39, and 40, East River, and the lower part of the Staten Island Ferry pier would be swept away by the large flakes of ice which struck them.

The coal barge William J. Thompson was sunk by the ice-field at Pier No. 20, East River. The police rescued the captain and his wife just before the barge went down.—*N. Y. Times.*

WHO KILLED PRIM?

New Particulars of the Assassination—The Murderers Hired and Paid—By Whom?—Let the King's Servants Answer.

Madrid (Jan. 17) Cor. London Times.

A deputy of the Republican minority, Senor Roque Barcia, has published an extraordinary letter in the *Igualdad*, with the object of clearing his party from the odium of being the instigators of the assassination of General Prim. He gives some particulars of the affair which have not before been made public, and which, if true, add a melancholy interest to what we already know. He contends they must have been hired and paid. "The malefactors of the Calle Turco must have been impelled by malefactors who tread on carpets. No crime like that is ever born in a poor man's house. The most stupendous crimes are engendered in great houses." He says:—

We must look upwards and not downwards for the explanation of this mystery. If cursed be the hand which fired, cursed also be the hand which paid. Despots in corruption and luxury above—pariahs, slaves, assassins, in misery, superstitions, intoxication, and brutality below. Somebody must have paid the workmen. The men who waited for the two carriage lights were the workmen. Who were the masters? Cursed were the hands which received—cursed the hands which gave.

In one section of his article, which is headed "The 30th of December," Senor Barcia says:—

Prim comprehended the gravity of his situation in a moment. Mounting the stone staircase of the Ministry of War, he held on by the hand-rail, which remained wet with his blood. Arrived at his own apartments, to the inquiry of his anxious and alarmed wife he prudently and considerately answered that he was slightly wounded. When the first operations were over, a friend asked him:—

"How do you feel?"

"I feel death," replied Prim, calmly.

"Can you give any guess at the assassins?"

"No, I cannot. I don't know who they were, but those who killed me were not republicans."

The day he died he said to General Bregna:—

"What day of the month is it?"

"The 30th."

"The 30th! The king will disembark to-day, and I shall die. Long live the king! (*El dia 30! El Rey desembarca hoy, y yo me muero! Viva el Rey!*)

Sad enthusiasm! He vivaed the new King, and the new King killed him; not by leaden bullet or steel weapon, but by his coming. If Amadeo had not come Don Juan Prim would not now lie in the sepulchre. At 7 that night he tried to take leave of his family. The congestion of his brain disturbed his thoughts. Passing his left hand before his eyes, as if to clear his vision, he articulated accents which could not be understood. Oh, God Eternal! Did he see the shades of Carvajal, of Guillen, and of Bohorquez—the boy Behorquez, whose young life was so cruelly snatched from a tender father?

These references may not be understood in England, but they are here. Carvajal and Guillen were two republican deputies, who perished in the insurrection in Andalusia, "shot in action," say the authorities; "murdered in cold blood after defeat, and without trial," say their friends. Bohorquez was the half-witted boy shot by order of Colonel Casalls near Barcelona, after making use of him as a guide to conduct him to a rebel haunt. After making this allusion, Senor Barcia bursts out:—

Juan Prim, breathe thy last breath without anguish, without sorrow, without remorse! Those victims pardoned thee; pardon thou likewise the infamous ones who took thy life! Pardon them, Senora widow! Pardon them, children of the assassinated! Pardon them, all of us! Oh, when shall we be done with these fearful carnages? When shall we live like men?

Senor Barcia concludes his article with an impassioned appeal to the Duquesa de Prim not to carry out a threat she had made in the first burst of her agony, to the effect that she would take her husband's body away from Spain, and shake off the dust of her feet and that of her children from the country of so much ingratitude and so much treachery.

DE SILVA'S GRATITUDE.

The Man who was "Married All Over the Country"—A Spicy Letter.

From the St. Joseph (Mo.) Union, Feb. 7.

Louis de Silva appreciates kindness, it seems, and returns thanks to Mr. William Frick, who has charge of the calaboose, in the following letter:—

ST. JOSEPH, Feb. 6, 1871.—William Frick, Esq., Street Commissioner.—Sir:—There seems to be a moment in the life of man when everything conspires to crush him beneath the weight of overwhelming disasters, to wit:—Antonius, after Actium; Hannibal, at Tama; Bonaparte, on the field of Waterloo; his nephew, under the walls of Sedan; and my humble self.

The trumpet of fame proclaimed me a murderer, accused me of swindling, and the number of my wives was said to be legion—in fact, according to my biography, I deserved the hottest sofa in that most tropical of all hemispheres, over which, according to a superannuated legend, a patriarchal gentleman bearing the curious cognomen of Lucifer presides. I was ready to greet St. Peter, fully prepared to take my place amongst those hundred and forty-four thousand spotless virgins who, as a reward for not yielding to the flesh, according to the revelation of a citizen by the name of St. John, are amusing themselves in all eternity by racing behind the Lamb, shouting hosannas.

In spite of all the insane cacklings and slanderous reports against me, you took pity on my forlorn condition. But for you I would have been dragged, in a dying condition, to Omaha, and have been a corpse before reaching my destination. That my life was preserved is greatly due to you, because in your heart there beats a sympathetic chord for the woes of suffering humanity.

Hoping you may be rewarded abundantly, believe me, yours gratefully,

DE LOUIS DE SILVA.

SECOND EDITION

TO-DAY'S CABLE NEWS.

THE ARMISTICE PROLONGED.

Hopes of the Orleanists.

The New Assembly Convened

The Emperor William to Enter Paris

An English Man-of-war Sunk

Over Fifty Lives Lost.

Sailing of the English High Commission

Italy Claims the Vatican

DOMESTIC AFFAIRS.

Death of Alice Cary.

FROM EUROPE.

Sailing of the English Members of the Joint High Commission.

LONDON, Feb. 13.—The Cunard steamship Cuba, which sailed from Liverpool on Saturday for New York, took out among her passengers Earl de Grey, Lord Tenterden, Mr. Montague Bernard, and Viscount Goderic, of the joint high commission for the settlement of the fishery question between Great Britain and the United States, and also of the Alabama and other claims of the United States upon Great Britain. The commissioners are accompanied by a number of diplomatic attendants.

The Loss of the French Transport—The Loss of Life Exaggerated.

LONDON, Feb. 13.—A private letter from Cherbourg expresses the opinion that the steam transport which was wrecked off Cape La Hogue is the Le Cerf, and says no doubt the loss of life is greatly exaggerated.

Illness of General Ducrot.

LONDON, Feb. 13.—Advices from Paris state that General Ducrot is seriously ill.

Another Prussian Levy.

The Prussians levied a war contribution of 100,000 francs upon the inhabitants of St. Germain.

Reported Prolongation of the Armistice.

It is reported the armistice is prolonged until the 28th instant.

Paris Food Supply.

The French Government has ceased buying provisions for Paris.

Jules Favre

has gone to Bordeaux.

The Versailles correspondent of the *Times* telegraphs on the 12th that the

Delivery of Arms to the Germans

has been completed by the army of Paris. The Germans are

Destroying the French Guns,

which were useless on account of the removal of a portion of the breech-loading apparatus.

The Postal and Relief Trains

from London for Paris recently stopped by Germans were arrested under mistake, and immediately released by order from headquarters.

England and the War.

LONDON, Feb. 12.—The correspondence relating to the war to be submitted to Parliament shows that M. Favre's party were always willing to conclude peace on any terms which did not include the cession of territory, and that England has been continually urging peace on M. Favre's terms.

The Orleanists are confident that the

Count de Paris will be King of France

in a few weeks.

The English Army.

The Government states that it is able to despatch 115,000 men immediately in case of war.

FLORENCE, Feb. 11.—It is reported that

Demonstrations in Favor of the Pope

are in preparation in various parts of Europe.

Preparatory Meeting of the French Assembly.

BORDEAUX, Feb. 13.—The French Assembly will to-day hold only a preparatory sitting, for the purpose of ascertaining the number of members present and fixing a day for the first public session.

The Result in Paris Yet Undecided.

The Government here is still without news of the result of the elections in Paris. The latest despatch by telegraph from the capital says the result was not known yesterday evening. M. Picard, Thiers, Favre, and Gambetta are elected from the Department of Seine-et-Oise, and Duke d'Aumale from that of Oise.

Jules Favre had arrived in Bordeaux, and Garibaldi was momentarily expected.

Steamer Foundered and Over 50 Lives Lost.

LONDON, Feb. 13.—A telegram from Bombay says the steamer General Outram, from Cochin-China, bound to Bombay, foundered in a cyclone in the Indian Ocean, and fifty-three lives were lost.

German Triumphal Entry into Paris.

LONDON, Feb. 13.—The special correspondent of the London *Telegraph* at Vervailles reports, on the 12th, that the German army will make a triumphal entry into Paris at noon of the 19th. The Emperor will proceed to the Tulleries, and, after partaking of lunch with the court and staff, will review the army from that building. In case the Tulleries is not in proper condition the Emperor will occupy the Elysee. The Emperor will return to Berlin about the end of February.

The Vatican at Rome Declared National Property.

FLORENCE, Feb. 13.—The Italian Parliament has, by the adoption of a resolution, declared the libraries and galleries of the Vatican national property. The measure was objected to by the Ministry, and carried against their opposition.

VIENNA, Feb. 13.

The Overflow of the Danube

has inundated the suburbs of Vienna, particularly Leopoldstadt and Rozau.

Opening of the French Assembly—300 Deputies Present.

BORDEAUX, Feb. 13.—At the preparatory sitting of the French National Assembly to-day about three hundred deputies were present. The session was formally opened and the secretaries appointed.

Ship News.

LONDON, Feb. 13.—The steamers Holsatia and Britannia have arrived.

This Morning's Quotations.

LONDON, Feb. 13—11:30 A. M.—Consols 92¼ for both money and account. American securities are quiet and steady. United States 5-20s of 1862, 91½; of 1865, old, 90½; of 1867, 89¾; 10-40s, 87¼. Stocks firm. Erie Railroad, 18¾; Illinois 109¾; Great Western, 29. Tallow, 45s. 3d.

LIVERPOOL, Feb. 13—11:30 A. M.—Cotton dull and unchanged; middling uplands, 7¼d.; middling Orleans, 7¾d. The sales to-day are estimated at 10,000 bales. Flour, 28s. 6d. Corn, 36s. for new.

FROM WASHINGTON.

The Late Colonel Dahlgren—Action of Laurel Hill Cemetery Managers.

Despatch to the Associated Press.

WASHINGTON, Feb. 13.—A letter addressed to Mrs. Dahlgren from the Managers of West Laurel Hill Cemetery, Philadelphia, states, "The Board of Managers, considering that Colonel Ulric Dahlgren fell in the service of his country, under circumstances of chivalric and distinguished heroism, and that Admiral Dahlgren, after a long and honorable career in his profession, has left a reputation of which she is justly proud, and feeling it at once a duty and a privilege to do what in them lies towards honoring such illustrious memories, have unanimously resolved to offer for your acceptance a lot anywhere in the cemetery that you may select, and of any size that may be necessary to give effect to the proposed statues."

Admiral Dahlgren never asked or received of his country one dollar for the patented inventions which armed the navy. He died leaving an estate of fifteen thousand dollars. The widow intends to devote all of her widow's dower and her son Paul all of his inheritance towards placing monuments over the graves of the deceased.

FROM NEW YORK.

Death of Alice Cary.

NEW YORK, Feb. 13.—Alice Cary died yesterday, aged fifty. Her remains will be buried tomorrow from the Church of the Stranger.

Death of a Presbyterian Clergyman.

OSWEGO, Feb. 13.—Rev. R. W. Condit, pastor of the First Presbyterian Church for forty years, died yesterday.

New York Money and Stock Market.

NEW YORK, Feb. 13.—Stocks steady. Money easy at 4@5 per cent. Gold, 111¾. 5-20s, 1862, coupon, 112½; do. 1864, do., 111¼; do. 1865, do. 111¾; do. 1865, new, 110½; do. 1867, 110¾; do. 1868, 110¾; 10-40s, 110⅝; Virginia 6s, new, 61; Missouri 6s, 90¾; Canton Co., 73½; Cumberland preferred, 27; New York Central and Hudson River, 94¾; Reading, 99¼; Adams Express, 67¾; Michigan Central, 117¾; Michigan Southern, 94¼; Illinois Central, 133¾; Cleveland and Pittsburg, 104¼; Chicago and Rock Island, 107; Pittsburg and Fort Wayne, 95; Western Union Telegraph, 46.

FROM NEW ENGLAND.

Fatal Accident.

BOSTON, February 13.—The name of the person killed at Auberndale on Saturday is J. N. Collier, a resident of that town. He was aiding a railroad employe in putting two disorderly men from a local train, when struck by the express train from New York. He leaves a family.

LET US HAVE PEACE.

The Hatchet Buried—Satisfactory Conjuncture of the Two Poles of the Woman Question.

A notable meeting took place at Ann Arbor, Michigan, a week or two ago, when for the first time Miss Anna E. Dickinson and Miss Lilian S. Edgarton laid eyes upon each other. They were counterparts long sundered, the former being, as all the world knows, a pretty, petulant, fiery little brunette, and the latter an imperial blonde, a massive Alruna maiden who might have sung to the "wolves of the Goths" in search of Asgard. Miss Dickinson is an unflinching advocate of woman's right to vote, but Miss Edgarton thinks women should not be enfranchised. For a long time they had vainly yearned for each other, but at last they met at a hotel in Ann Arbor, and each exclaiming "'tis she," they rushed like torrents into each other's arms, and the small brunette nestled within them, purring like a little brown kitten. Henceforth they would be as sisters, and the last that was seen of them was a tableau of the brunette sitting on the blonde's knee while both sipped from the same tumbler a liquid which the ingenious hotel-clerk called a hot lemonade "with a fringe."

LEGAL INTELLIGENCE.

The Robbins Divorce Case.

Court of Common Pleas—Judge Peirce.

The trial of the Robbins divorce case was resumed this morning.

The libellant was examined as a witness, who testified that he drove at the ordinary gait from Third street and Girard avenue to Valley Green and back to No. 1313 Wood street, and the time was one hour and fifty-six minutes; another witness who took measurements of the house in Wood street, described it, and read the deposition of libellant's mother, who is sick, saying that on one occasion she left Mrs. Robbins alone in the parlor with Mr. Fetter; that she was not at Twentieth and Green streets on the day of the firemen's parade in 1865, and that at the first interview between Mr. Robbins and Mr. Fetter the former did not offer to shake hands, and the latter did not say he had never wronged him, or anything of the kind.

Charles D. Robbins recalled—I did not on the Friday or Saturday preceding the separation say anything to my wife about her guilt in her eyes, and her heart was as black as ink; I never had a paper I wished her to sign with reference to this matter; I did not shake hands with Mr Fetter at either of the interviews I had with him; he did not say he had never wronged me and desired to be put to any manly test of proof; at the first interview I became angry, and, shaking my fist in his face, I asked him if he meant to say I had only been talking; and he replied he did not mean that.

The case is yet on trial.

Prison Cases.

Court of Quarter Sessions—Judge Ludlow.

Prison cases still engage this court.

James Flake, a lad of some nineteen summers, was found guilty of robbery. It was proven that on the 19th of November an old Quaker gentleman, named Alsop, was going along Beach and Laurel streets, returning from bank, and the prisoner snatched from his hand his book, containing $225, and scampered away. Mr. Alsop being too feeble to give chase, could only stand still and look, but a boy who knew the juvenile highwayman, and who saw the outrage, identified him, and secured his arrest and conviction. Judge Ludlow at once sentenced him to the County Prison for two years.

Michael Wood, an old grey-haired man, was put on trial for receiving a set of harness knowing it to have been stolen. It was testified that the harness was stolen from a Mr. Robinson, was purchased by the defendant from the boys who stole it, and was found at his junk-shop in Shippen street, above Eighth. The boy who committed the theft said that he told Wood he was going to do it, and Wood told him he would buy the harness; and when it was brought to him his daughter told him not to buy, for it had been advertised as stolen, and she took his purse from him. But he was determined, and took the boy outside, where he paid him a small sum for the harness.

The defense alleged good character, and that the boy told him the harness belonged to his father, who was going to sell out preparatory to going out West. The case is yet on trial.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Monday, Feb. 13, 1871.

The week opened on a moderately active money market, the supply and demand being well balanced, and the sales steady and easy to good borrowers. Call loans are quite active, the demand giving employment to most of the funds at the banks available on speculative account. Collaterals are carefully scrutinized in and out of the banks, but no difficulty is experienced in negotiating loans at 5@5½ per cent. when considered satisfactory. Discounts are in moderate request, and good commercial paper finds ready sale at 6@7½ per cent., according to credit.

The gold market is quiet, and the premium is lower, ranging from 111¼ to 111⅜.

Government bonds are generally strong, but there is a slight weakness in the '81s and '62s.

A large business was transacted at the Stock Board, and prices advanced. Sales of State 6s, second series, at 105½; City 6s, old bonds, at 101¾, and new do. at 101⅝. Sales of Lehigh gold loan at 88.

Reading Railroad was active and stronger; sales at 49⅝@49·69; Catawissa was also active, selling at 39½@39⅝; Oil Creek attracted attention, and advanced, selling at 46¾@47¾; Pennsylvania sold at 60⅝@60¾; and Lehigh Valley at 60¾.

In Canal shares the only sales were in Schuylkill at 8¾. 17½ was bid for Schuylkill preferred, and 35 for Lehigh.

Banks were quiet. Sales of Commercial at 60½.

In Passenger Railroad shares we notice more activity; Thirteenth and Fifteenth streets sold at 23½; Green and Coates streets at 44; and Hestonville at 16½.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$500 Am Gold	111¾	1300 sh Read R..b60.	49⅝
$1500 Sch N 6s '76..	75¾	400 do.....s5.	49⅝
$1000 do	75	60 do.....	49·69
$160 Pa 6s 1 se....	104¾	500 do.....b60.	49⅝
$8800 City 6s, Old...	101¾	700 do	49⅝
$3000 City 6s, New..	101¾	70 sh Leh Val R....	60¼
$17000 Pa & N Y C 7s	92½	112 sh O C & A R...	46⅞
$3000 Phila & E 7s..	87	30 sh Gr & Coats St	44
$800 Leh Con ln.....	79	100 sh Hestonville..	16¼
203 sh Penna R.....	60¾	85 do.....	16⅝
100 do.....	60¾	200 sh Leh Na..s30.	35½
50 do.....	60¾	500 do.....	35¾
4 sh Com'h Pk....	60¾	100 do.....	35¾

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 114@114¼; do. 1862, 111¾@112¼; do. 1864, 111¼@111¾; do. 1865, new, 110@110¼; do. 1867, do. 110¼@110¾; do. 1868, do. 110¾@110¾; 10-40s, 110¼@111. U. S. 30 Year 6 per cent. Currency, 112¾@112¾; Gold, 111¼@111½; Silver, 106¾@108; Union Pacific Railroad 1st Mort. Bonds, 95@810; Central Pacific Railroad, 93@945; Union Pacific Land Grant Bonds, 700@715.

NARR & LADNER, Brokers, report this morning gold quotations as follows:—

10·00 A. M	111⅜	10·47 A. M	111¼
10·07 "	111⅜	11·00 "	111¾
10·27 "	111⅜	11·40 "	111¾
10·45 "	111⅜	11·45 "	111¾

MESSRS. WILLIAM PAINTER & Co., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 114¼@114¾; 5-20s of 1862, 112¾@112¾; do. 1864, 111¼@111¾; do. 1865, 111¾@111¾; do., July, 1865, 110¾@110¾; do., July, 1867, 110¾@110¾; do. July, 1868, 110¾@110¾; 5s, 10-40, 110¾@111. Gold, 111¼@111¾. U. S. Pacific R. R. Cur'cy 6s, 112¾@112¾.

Philadelphia Trade Report.

MONDAY, Feb. 13.—Bark—In the absence of sales we quote No. 1 Quercitron at $30 per ton.

Seeds—Cloverseed is in small supply and sells at 11@11¼c. ₱ pound. Timothy is nominal at $6·25 and Flaxseed at $2·19.

The Flour market is quiet but firm. The demand is mostly from the home consumers, whose purchases foot up 600@700 barrels, including superfine at $5@5·50; extras at $5·75@6·25; Iowa, Wisconsin and Minnesota extra family at $6·75@7·75; Pennsylvania do. at $6·25@7; Indiana and Ohio do. do. at $6 75@7·75, and fancy brands at $8@9 50. Rye Flour may be quoted at $6. In Corn Meal no sales were reported.

The Wheat market is without change worthy of special note. Sales of Indiana red at $1·55@1·58; Pennsylvania do. at $1·40@1·45, and amber at $1·62@1·65. Rye may be quoted at $1. Corn is dull at the recent decline. Sales of 1500 bushels at 78@80c. for Delaware and Pennsylvania yellow, and 76@78c. for Western mixed. Oats command full prices. Sales of Pennsylvania and Western at 60@62c.

In Barley and Malt no sales were reported.

Whisky is dull at 94c. for Western iron-bound.

Philadelphia Cattle Market.

MONDAY, Feb. 13.—The market for beef cattle is dull, but prices are unchanged. Sales of extra at 9c.; choice at 8@8¼c.; fair to good at 6¼@7¾c.; and common at 5@6c. per lb. gross. Receipts—2441 head.

The following are the particulars of the sales to-day:—

Beeves.

93 Owen Smith, Virginia, 7¼@8¾.
100 Daniel Smyth & Bros., Western and Lancaster co., 7@8.
45 Dennis Smyth, Lancaster co., 6½@8¼.
75 A. Christy, Westeán, 8@9¼.
40 Jas. Christy, Lancaster co., 7@8.
20 Dengler & McClease, Chester co., 6@7¼.
71 P. McFillen, Western, 7@8¾.
65 Ph. Hathaway, Lancaster co., 6¾@9.
124 James Shirk, Lancaster co., 7@9.
56 R. P. McFillen, Lancaster co., 7@8.
100 James McFilien, Lancaster co., 7@8.
75 E. S. McFillen, Lancaster co., 8@8¾.
60 Ullman & Bachman, Lancaster co., 7¼@8¼.
200 J. J. Martin & Co., Western, 6@8¾.
138 Mooney & Miller, Western, 7@9.
68 Thomas Mooney & Bro., Lanc., co., 7@8¼.
40 H. Chain, Western Pa., 6¾@7¼.
46 L. Frank, Lancaster co., 6¾@7¾.
60 Gus. Schamberg & Co., do., 7¼@8¼.
90 Hope & Co., do., 6¾@8¼.
36 H. Frank, do., 7@8.
41 J. Clemson, do., 6¾@8.
32 Thomas Duffy, Va, 7@8.
50 John McArdle, Western, 7@8¾.
20 L. Horne, Lancaster co., 5@6.
59 P. Maynes, Western, 7@8¼.
40 George Barnhold, do., 5¾@6¼.
55 Elcorn & Co., Western Pa., 6@7.
52 Blum & Co., Lancaster co., 6¾@7½.
91 Leavenstine & Co., Va., 6½@7.
35 H. Chain, Jr., Western, 6¾@7¼.
45 S. Steinburg, do., 5@8.

Cows and Calves are steady; sales of 175 head at $40@70.

Sheep have advanced and sell at 5¾@6¾c. per pound gross. Receipts 14,000 head.

Hogs meet a fair demand, and 4500 head sold at $10·00@11·50 per 100 pounds net.

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA .....FEBRUARY 13

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.....31 | 11 A. M.....36 | 2 P. M.....37

SUN RISES..... 6·55 MOON SETS..... 1·35
SUN SETS..... 5·24 HIGH WATER..... 7·50

(By Cable.)

LIVERPOOL, Feb. 13.—Arrived, steamer Rio Janeiro, from New York, with 970 bales of cotton; bark Bridgeport, from New Orleans, with 2145 bales; bark Agamemnon, from New Orleans, with 3151 bales; ship Agenor, from New Orleans, with 4274 bales; ship Alexander McNail, from New Orleans, with 3153 bales; ship Nunquam Dormis, from New Orleans, with 3406 bales; brig R. B. Cove, from Charleston, with 1569 bales; brig Wasp, from Charleston, with 1291 bales; ship Almira, from Galveston, with 2838 bales; and ship Charlotte, from Savannah, with 3560 bales.

(By Telegraph.)

BOSTON, Feb. 13.—Arrived, steamer Calabria, from Liverpool.

FORTRESS MONROE, Va., Feb. 13.—Arrived, bark Acquidneck, from Rio for Baltimore.

CLEARED THIS MORNING.

Steamer A. H. Leaming, Brower, New York, L. Audenried & Co.

ARRIVED THIS MORNING.

Steamship Volunteer, Jones, 24 hours from New York, with mdse. to John F. Ohl.

Steamer New York, Jones, from Wash

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

PROFESSOR MONTAGU BERNARD.

From the N. Y. World.

The member of the British portion of the commission who is said to have been selected on account of his conspicuous familiarity with the questions of international law likely to come up for consideration in Washington, has written a book, which has been recently published in London, under the title "The International History of the American War. A Historical Account of the Neutrality of Great Britain During the American Civil War." Therein he has given the result of his labors in this interesting department of jurisprudence. For many years Professor Bernard has filled, with credit to himself and pupils, the chair of International Law at Oxford. His volume is able and interesting; it sets forth with skill the international questions growing out of the Rebellion, and discusses them fairly, although somewhat narrowly, and with too much regard to British precedents, which have always been insular. His work is legal rather than philosophical.

What he says of the deep-seated causes which brought on the great catastrophe of our civil war is to be regarded as the opinion of an intelligent bystander not professing to have special information of the inner working of the political and moral forces of this nation years before the ultimate schism occurred. Whether it be true or not that the republic was rent asunder morally, by its two hostile types of labor, long before a material breach occurred, the premise is favorable to one who vindicates the Queen's proclamation of neutrality which gave to both combatants belligerent rights. Mr. Bernard insists that the British assertion of a neutral status, May 13, 1861, and all that flowed therefrom, were not only in accordance with international law, but the inevitable result of what had already happened. One would naturally be assisted in coming to this conclusion by a prepossession that the history of the internal forces in this country—the mutual jealousies and dissensions between the North and South—was such as to satisfy an impartial person that either the South would achieve independence or be subdued only by immense military operations.

Professor Bernard urges that British recognition of the South contributed largely in its results to the ultimate triumph of the Union. He says:—

"What the United States lost by it has never been distinctly stated. But it is easy to see what they gained. They gained the liberty to exercise against British ships on the high seas the rights of visiting and searching, of capturing contraband, and of blockade-rights, which spring solely from the relation of belligerent and neutral, and which the neutral acknowledges by recognizing the existence of that relation."

There is marked correspondence between these views and those of Mr. Caleb Cushing, expressed in December, 1861, in a letter to Mr. Fernando Wood respecting the Trent affair. He said:—

"Above all, as I think, have we been over-prone to find fault with Great Britain for the attitude, which she has officially assumed, of neutrality in the war now raging between us and our insurgent States. If Great Britain stood alone, that fact might imply the existence of just cause of umbrage on our part. But we should remember that France, Russia, Spain, and other great powers take the same view of their international duty in this respect that Great Britain does of hers. If, in coming to this conclusion, they contradict our policy, and accord to the insurgent States a belligerent status which we refuse to concede, and so do prejudice to us, it is to be considered that, in so proceeding, they do advantage to us also, by thus relieving us of all future responsibility for any international acts of the insurgent Government, and bestowing on us the right to hold them as neutral Governments to the punctual fulfilment of the obligations of neutrality which they profess, and the right to compel its observance by their subjects both on sea and land."

That portion of the volume before us which Professor Bernard devotes to the blockade and the international questions arising out of it is well worthy of careful study by the student of international law. There is evidently a tendency in his mind to hold that, although we guarded the immense line of sea-coast with great diligence and maintained there a formidable naval force, yet, as the regular arrival and departure of blockade-runners into and from some of the Confederate ports attested that the blockade was not effective, England could, had she been an unfriendly neutral, have plausibly insisted that the siege should be raised.

In respect to the affair of the Trent, the conclusion of international law which he educes, while vindicating the attitude which Lord Russell took, is that in certain cases a neutral destination does not necessarily exempt a neutral vessel from capture and her freight from seizure and detention, if what she carries be of a hostile character. At the same time he contends that no matter whether the Confederate envoys were in the nature of "contraband of war," they were, while on board the Trent, not liable in any way to arrest. His thought evidently is that Lord Russell laid down the doctrine of neutral rights in the case rather too broadly.

The conduct of Great Britain in declaring that she would acknowledge the flag of the Confederacy as well as the United States; that she would not pursue Confederate cruisers as pirates; that she would admit public armed ships of either belligerent into her ports on equal terms, excluding, however, their prizes, but subjecting both to the rule that twenty-four hours must be given by each enemy's ship to the other; that she would prohibit the men-of-war of either belligerent from remaining more than one day at a time in her waters, except in the case of stress of weather, and would prevent them from supplying themselves with more coals than were required for a voyage home—these provisions Professor Bernard maintains were not only just in the sense of international law, but were entirely in the interest of the North and extremely onerous to the Confederate States.

However correct these propositions of Mr. Bernard may be, it is clear to see that the kind of neutrality which Great Britain exercised in her colonial ports enabled the cruisers, after they had escaped from British home jurisdiction, to maintain themselves on the high seas.

In the volume before us the most important question of international law which will come before the proposed commission to sit in Washington, which is that which involves responsibility for the escape and career of the cruisers and their immense injury to our commerce, is discussed at great length and with marked ability; and in his conclusion he is very positive that, under the circumstances, there was no such disregard by England of her international obligations as ought to make her liable for the havoc done even by the Alabama. Not only does Professor Bernard aver that England, in the case of the Alabama, did not fall short of her international obligations, but that the American losses, heavy as they be, are, so far as concerns that country, what lawyers call *damnum absque injuria*. He relies much upon the fact that the Alabama was unarmed when she left Liverpool; and he is evidently of opinion that it is not wise to enlarge the obligations of neutrals in th s relation, since enlargement would lead only to difficulty and confusion. He would make a neutral government responsible only when the escaping cruiser is ready for war. Here, we think, is an evidence of what, at the beginning of this article, we characterized as narrowness of view on the part of the author. In respect to the Shenandoah, Florida, and Georgia, the Professor holds that, having once made their escape, and hoisted their flags as Confederate cruisers, they could not be treated as pirates. He suggests that if the injury done by the Alabama was great, and if the British Government paused a long time before ordering her seizure, the United States should recollect that in other instances the ministry was both active and successful in arresting vessels of a similar kind, and that Great Britain always acted in good faith.

In other portions of the volume Professor Bernard deals with the liability of British-born subjects to the military regulations of belligerents, and his work is throughout a valuable contribution to international jurisprudence. Having thus made profert of his ability to deal with questions of international law and of the careful attention he had given to some of the issues between the two nations, the present ministry were able to correctly estimate his fitness for the duty to which he has been assigned, and the result must be taken as evidence that it desired the views contained in the volume before us to be vindicated before the commission.

THE TREASURY'S COIN RESERVE.

From the N. Y. Sun.

Before Mr. Boutwell leaves the Treasury Department, which it is on all sides declared he is soon to do, we wish to express our approval of a practice of his which has not met with that support from the leading organ of the administration to which it is entitled. We refer to his resolute holding on to his coin reserves. Mr. Trumbull in the Senate, and Mr. Greeley in the *Tribune*, have never lost a chance of condemning this practice, and of advocating the emptying of the Treasury of its gold for the useless purpose of reducing the funded debt. Their complaint is that the country is losing the interest money on the gold held in reserve by the Treasury.

There is no sounder or more self-evident proposition than that in all banking operations a certain amount of cash should always be kept in hand. If it be not necessary that it should be in coin, as may be urged is the case during a suspension of specie payments, coin is nevertheless needed for other purposes. It is necessary at the present time especially to show that beneath the mountain of paper money transactions disclosed by the bank and Treasury operations, there is something at the bottom which denotes some degree of actual solvency and real ability to pay.

We have at this moment an irredeemable paper circulation of about seven hundred millions. Now, who but the most crazy advocate of paper issues and no-money banks can say that this gigantic pile of paper money requires no coin basis?

Let it be always borne in mind that our Government is plying the business of a banker. It issues and keeps out in circulation four hundred millions in notes payable on demand, and these notes form the basis of three hundred millions more of bank notes, by being made legal-tenders for their redemption. The banks are exempt from the necessity of keeping anything but greenbacks to redeem their bills, and thus they do without specie almost entirely. The last annual returns show that our sixteen hundred and forty-eight banks held on the 28th of December last but twenty-six millions against an aggregate of circulation and deposits of over eight hundred millions.

If the Government is to keep no coin reserves on hand, what sort of a show would the country make in the eyes of reasonable people everywhere in respect of its ability or intention ever to resume coin payments? The banks and the Goverament would be alike banking on nothing. Together they would use seven hundred millions of demand notes and five hundred millions of deposits. And if the Government is to strip itself of gold, as Mr. Trumbull and Mr. Greeley recommend, the only solid basis of this enormous aggregate of twelve hundred millions, due on demand, would be the beggarly sum which might chance to be found in the vaults of the banks.

The current coin balance of the Government only averages between forty and fifty millions over and above its demand obligations, and this is all the basis it holds to pay its demand notes of four hundred millions. Talk about the Government losing interest on its specie! Doesn't it gain the interest on four hundred millions of paper money, and is it too much to ask that it shall show something in hand towards paying this immense amount of disregarded obligations? Suppose the Government does not intend to pay its notes, doesn't it owe something to the old-fashioned prejudice of honest people, that when paper money is issued there ought at least to be something behind the counter to redeem it?

Our paper money fabric has stood for several years with great steadiness, owing to the large and constant annual addition to the public stock of precious metals, which has precluded the necessity of any urgent demand on the banks or the Government to redeem their circulating notes; and also to the important, perhaps more important, fact that the Government bonds, issued in such enormous amounts to defray our war expenses, have become a considerable part not only of our own currency, but of the currency of the whole commercial world. They are equivalent to money on every exchange in Europe, and answer every purpose of coin in settling our foreign balances. Until those bonds shall have passed into the hands of permanent investors, as sooner or later they must, they will continue to fulfil this function, and continue to check, as they now check, the demand for specie to pay our international trading and interest balances. But when the period arrives that this fruitful source of means to pay foreign debts is dried up, and bonds are no longer available in large amounts as remittances, then the natural and legitimate demand for specie will revive, and we shall see the paper money theorizers put to flight, as they always have been in past times. And if, when there shall come a real want and demand for specie in the country, the condition of the banks and the Government should show an indebtedness due on demand of twelve hundred millions, and exhibit only the present meagre reserve in the bank vaults of five-and-twenty millions of coin, who can fail to see what ruinous results must ensue? The Treasury Department could not then, as by the conservative policy we applaud it has been able to do thus far, steady the vast shaky pile; nor could it, as it did on the famous black Friday, save the country from the blasting effects of unscrupulous operations in the gold market.

We repeat that Mr. Boutwell's course in this matter is deserving of unqualified approval.

THE NEGROES.

From the N. Y. Times.

Senator Revels may be supposed to be competent to speak of the effect of legislation upon the relations of races, and of the injury that is sometimes done to the colored man by over-zeal in his behalf. He now discourages the idea of mixed schools in the District of Columbia, as the price of compulsory education. The cruelty produced by the prejudice against color cannot be exaggerated. The outgrowth of a system which has happily been swept away, it remains evidence of the great wrong which the promoters of the Rebel Confederacy made their corner-stone. It is idle to ignore the existence of the prejudice, or the extent to which it is diffused throughout society. Legislators may denounce it and enact laws against it, but still it exists. The more they assail it the more demonstrative it is. You try to stamp it out, and it burns more mischievously than before.

This is one of the matters in which time and events operate more effectually than law. The great source of the prejudice was stopped when slavery was abolished, and the period that has since elapsed has done much towards obliterating mere unreasoning hatred of the negro. Indeed, the progress made in this direction has exceeded the most sanguine expectations. The law has clothed the colored man with all the attributes of citizenship. It has secured him equality before the law, and invested him with the ballot! There may yet remain a necessity for affording him educational facilities in States whose local authorities fail to do their duty in this respect. But here the province of law will end. All else must be left to the operation of causes more potent than law, and wholly beyond its reach. Party exigencies have given the black man political importance. Even Tammany tenders him a place in its processions, and is silently snubbed for its pains. His old oppressors in the South rest their only hope of party success upon their ability to obtain his good-will. He rides in our street cars, jostles white men at public meetings, and from his seat in Congress teaches a lesson which the Senators around him may usefully ponder. The change in popular sentiment respecting him has been rapid, and on the whole satisfactory; and the ratio of its growth will be greater in the future than in the past. All that is now needed is that he shall henceforth be allowed to make his way in the world quietly, and in reliance upon his merits. The law protects him, or should be amended if it does not. For the rest, give him fair play, and do not make too much fuss about him.

DRAMATIC HANGINGS.

From the N. Y. Tribune.

Are our Philadelphia neighbors going to make hanging a fine art? or is it a thing they are secretly ashamed of and are trying feebly to practice but keep out of sight? The recent execution of the poor wretch Hanlon was involved in an atmosphere of mystery and dramatic gloom worthy of the stage. It took place not in the court-yard, but the corridor of the prison. Only a dozen privileged spectators were present. The window through which the scene was visible was draped in muslin or crape. The prison officials were absolutely dumb; all questions of enterprising reporters were answered but by a silent shake of the head. It was equally impossible to ascertain whether Hanlon had confessed his guilt or what he had for breakfast. The prisoners whose doors opened into the corridor, and who, if anybody is to be benefited by this exhibition of the majesty of the law, might be looked upon as in need of such a lesson, were shut out from the spectacle by leather flaps nailed over their gratings. Enough representatives of the press were admitted, however, to publish to the world of evil-doers the fact that Hanlon died "game," and forgave his enemies in the established formula.

Now we want consistency in the advocates of hanging. For our own part we do not look upon the poor wretch who, out of drunkenness or sheer excess of his animal nature, kills another as in any sort a hero. We do not care to hear whether he has "nerve" or not, or what is his opinion of his jailers. He should be quietly taken apart as a tainted wether from the flock, to be cured if possible, but in no wise made the subject of a melo-drama. If our friends in Philadelphia regard hanging as necessary to avenge outraged justice, and not as a terror to evil-doers, why were the press admitted at all? Why not put the victim quietly and secretly out of the way? But if capital punishment, according to the old arguments, is a bug-a-boo to deter other men from murder, let us, in the name of common sense, have the time-honored gallows-tree, and Jack Ketch in his flame-colored gown and mask, and the yelling, cursing multitude below to learn their lesson. What that lesson is we all of us know. A criminal who disappears for life into a penitentiary loses prestige forever among his fellows. His fate is more than terrible—it is disagreeable to them because it is one of hard work and no glory. But the man who shows his pluck to the last on the gallows is a hero to the youthful Jack Sheppards who look on. The very class who are intended to be frightened by his fate are the men who sing with admiring gusto of how "the night before Harry was stretched" he played cards on his coffin, and when the drop fell "he kicked, but that was his pride. And "died with his face to the city."

The man to whose worst nature murder is not repugnant, or to be abhorred for itself, is very likely to have a better trait of brute courage which will not be scared by hanging. These men are the class, as we said, who watch the gallows with such anxiety to know how their fellows go off; and it was for their benefit, we presume, the Philadelphia officials, while keeping strict silence on questions that would have settled the point of Hanlon's guilt, suffered the tidings to escape that he "died game."

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We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of

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The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

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When it is considered that the entire indebtedness of the Company will be less than $16,000 per mile, leaving out their *Valuable Coal Property of* 1300 *acres*, it will be seen at once what an unusual amount of security is attached to these bonds, and they therefore must commend themselves to the most prudent investors. An additional advantage is, that they can be converted, at the option of the holder, after 15 years, into the Preferred Stock, at par.

They are registered Coupon Bonds (a great safeguard), issued in sums of $500 and $1000. Interest payable February and August.

Price 92½ and accrued interest, leaving a good margin for advance.

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No. 109 South THIRD Street,

MEMBERS OF STOCK AND GOLD EXCHANGES.

DEALERS IN MERCANTILE PAPER, GOVERNMENT SECURITIES, GOLD, Etc.

DRAW BILLS OF EXCHANGE ON THE UNION BANK OF LONDON. 2 3 fmw

WE OFFER FOR SALE, AT PAR

THE NEW MASONIC

TEMPLE LOAN,

Bearing 7 3-10 interest,

Redeemable after five (5) and within twenty-one (21) years.

Interest Payable March and September.

The Bonds are registered, and will be issued in sums to suit.

DE HAVEN & BRO.,

No. 40 South THIRD Street.

6 11 PHILADELPHIA.

Stocks bought and sold on commission. Gold and Governments bought and sold. Accounts received and interest allowed, subject to Sight Drafts.

JOHN S. RUSHTON & CO.,

BANKERS AND BROKERS.

GOLD AND COUPONS WANTED.

City Warrants

BOUGHT AND SOLD.

No. 50 South THIRD Street,

8 23 PHILADELPHIA.

Edmund D. Randolph & Co.

(Formerly Smith, Randolph & Co.) Phila. & N.Y.

Bankers, 3 Nassau St. N. York

Dealers in U. S. Bonds, Members of Stock and Gold Exchanges, Issue Bills on London, Paris & Germany and Letters of Credit, available throughout Europe.

FINANCIAL.

TREASURY DEPARTMENT,

WASHINGTON, February 4, 1871.

PUBLIC NOTICE IS HEREBY GIVEN THAT BOOKS WILL BE OPENED ON THE

SIXTH DAY OF MARCH NEXT,

In this country and in Europe, for Subscriptions to

THE NATIONAL LOAN,

Under the Act approved July 14, 1870, entitled "An Act to authorize the Refunding of the National Debt," and the Act in amendment thereof, approved January 20, 1871.

The places at which subscriptions may be made and the names of the authorized Agents of the Government will be announced hereafter. The proposed Loan comprises three classes of Bonds, namely:—

First. Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of five per cent. per annum.

Second. Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscribers to the Loan will have preference in the following order, namely:—

First. Subscribers for equal amounts of each class of bonds.

Second. Subscribers for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

Third. Subscribers for five per cent. bonds.

When a subscription is made the subscriber will be required to deposit two per cent. of the amount thereof, to be accounted for by the Government when the bonds are delivered; and payment may be made either in coin, or in bonds of the United States known as FIVE-TWENTY BONDS, at their par value. The coin received in payment will be applied to the redemption of five-twenty bonds.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1000, $5000, and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States, at the office of the Treasurer, any Assistant Treasurer, or Designated Depositary of the Government.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal, or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

GEO. S. BOUTWELL,

2 9 6t SECRETARY OF THE TREASURY.

JAY COOKE & CO.,

PHILADELPHIA, NEW YORK and WASHINGTON.

JAY COOKE, McCULLOCH & CO.,

LONDON.

BANKERS

AND

Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS,
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.

In connection with our London House we are now prepared to transact a general

FOREIGN EXCHANGE BUSINESS,

Including Purchase and Sale of Sterling Bills, and the issue of Commercial Credits and Travellers' Circular Letters, available in any part of the world, and are thus enabled to receive GOLD ON DEPOSIT, and to allow four per cent. interest in currency thereon.

Having direct telegraphic communication with both our New York and Washington Offices, we can offer superior facilities to our customers.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,

2 2 3mrp No. 114 S. THIRD Street, Philada.

A LEGAL INVESTMENT

Having sold a large portion of the

Pennsylvania Railroad General Mortgage Bonds,

The undersigned offer the balance for a limited period at 95 and interest added in currency.

These bonds are the cheapest investment for Trustees, Executors, and Administrators.

For further particulars, inquire of

JAY COOKE & CO.,
E. W. CLARK & CO.,
W. H. NEWBOLD, SON & AERTSEN.
C. & H. BORIE. [2 1 1m

FOR SALE,

Six Per Cent. Loan of the City of Williamsport, Pennsylvania,

Free of all Taxes,

At 85 and Accrued Interest.

These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO.,

No. 39 S. THIRD STREET,

25 PHILADELPHIA.

FINANCIAL

B. K. JAMISON & CO.,

SUCCESSORS TO

P. F. KELLY & CO.,

BANKERS AND DEALERS IN

Gold, Silver, and Government Bonds

At Closest Market Rates.

N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 965

530 530

HARRISSON GRAMBO,

BANKER.

DEPOSIT ACCOUNTS RECEIVED AND INTEREST ALLOWED ON DAILY BALANCES.
ORDERS PROMPTLY EXECUTED FOR THE PURCHASE AND SALE OF ALL RELIABLE SECURITIES.
COLLECTIONS MADE EVERYWHERE.
REAL ESTATE COLLATERAL LOANS NEGOTIATED. [9 27 6m

No. 530 WALNUT St., Philada.

Bowles Brothers & Co.,

PARIS, LONDON, BOSTON.

No. 19 WILLIAM Street,

New York,

ISSUE

Credits for Travellers

IN EUROPE.

Exchange on Paris and the Union Bank of London.

IN SUMS TO SUIT. [1 7 3mr

CITY OF BALTIMORE.

$1,200,000 six per cent. Bonds of the Western Maryland Railroad Company, endorsed by the City of Baltimore. The undersigned Finance Committee of the Western Maryland Railroad Company offer through the American Exchange National Bank $1,200,000 of the Bonds of the Western Maryland Railroad Company, having 30 years to run, principal and interest guaranteed by the city of Baltimore. This endorsement having been authorized by an act of the Legislature, and by ordinance of the City Council, was submitted to and ratified by an almost unanimous vote of the people. As an additional security the city has provided a sinking fund of $200,000 for the liquidation of this debt at maturity An exhibit of the financial condition of the city shows that she has available and convertible assets more than sufficient to pay her entire indebtedness. To investors looking for absolute security no loan offered in this market presents greater inducements. These bonds are offered at 87½ and accrued interest, coupons payable January and July.

WILLIAM KEYSER,
JOHN K. LONGWELL,
MOSES WIESENFELD,
1 6 60t† Finance Committee.

EDUCATIONAL.

HARVARD UNIVERSITY,

CAMBRIDGE, MASS.,

Comprises the following Departments:—

Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussey Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archæology, Episcopal Theological School.

The next academic year begins on September 28, 1871.

The first examination for admission to Harvard College will begin June 29, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical alternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.

UNIVERSITY LECTURES.—Thirty-three courses in 1870-71, of which twenty begin in the week February 12-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.

For catalogues, circulars, or information, address J. W. HARRIS,
2 6 3m Secretary.

WASHINGTON COLLEGE,

VIRGINIA,

GENERAL G. W. CUSTIS LEE, PRESIDENT,
WITH FOURTEEN PROFESSORS.

The Spring Term of the present season begins on the

FIRST OF FEBRUARY.

The rearrangement of classes then made enables students to enter the several schools with advantage. Students entering at this time pay only half fees.

All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.

For further information, address
WILLIAM DOLD,
Clerk of Faculty, Lexington, Va.
January 1, 1871. 1 17 6w

EDGEHILL SCHOOL

MERCHANTVILLE, N. J.,

Four Miles from Philadelphia.

The session commenced MONDAY, January 9, 1871.

For circulars apply to
3 21 1y Rev. T. W. CATTELL.

YOUNG MEN AND BOYS' ENGLISH AND CLASSICAL INSTITUTE, No. 1908 MT. VERNON Street, Rev. JAMES G. SHINN, A. M., Principal. 12 31 smtu2m

CARPET AND CLOTH ROLLING AND Shearing Machines roll the piece solid, retaining width and length. GEORGE C. HOWARD,
5 9 m] N. South EIGHTEENTH Street.

NEWS SUMMARY.

City Affairs.

—About 9 o'clock last evening a man named Edwin Rotherby, aged twenty-seven years, a resident of Newark, N. J., jumped overboard and was drowned. The body was not recovered. No reason is assigned for the rash act.

—Mrs. Bosche, who was severely burned by an explosion of coal oil at her residence, on Allegheny avenue, near Richmond street, on the 10th instant, died of her injuries about 6 o'clock last evening.

—William M. Bunn, Register of Wills of this city, who was charged by Charles Hartnacht with embezzlement and perjury, was called up before Alderman Devitt, on Saturday afternoon, for a final hearing. Two witnesses were examined, but nothing was elicited that had any bearing upon the subject at issue. The defendant was discharged, the Alderman deciding that no case had been made out against him. The prosecutor then swore out a warrant charging Mr. Bunn with subornation of perjury, alleging that he had instructed certain witnesses to swear to false statements during the Legislative contest between Bunn and Witham. On this charge the defendant was also discharged.

—On Saturday afternoon a meeting of the bar was held in the Supreme Court Room, for the purpose of taking action in regard to the recent report to the Legislature by the Commissioners to revise the Civil Code of the State. There was a large attendance. Hon. Isaac Hazlehurst presided. A series of resolutions were adopted, among other things providing for the appointment of a committee of seventeen to examine and consider the revised statutes submitted to the Legislature by the Commissioners, and, if in their judgment it shall be expedient, to prepare a memorial to the Legislature respecting them.

The resolutions were adopted, and the following named announced as the committee:—Henry Wharton, George D. Budd, Amos Briggs, Samuel Dickson, James T. Mitchell, James E. Gowan, John G. Johnson, George Junkin, R. C. McMurtrie, C. B. Penrose, S. C. Perkins, Wm. H. Rawle, R. R. Smith, H. S. Hagert, R. L. Ashhurst, J. M. Collins, W. R. Wister.

Domestic Affairs.

—This is the twenty-seventh day out of the Tennessee, and no tidings of her whereabouts.

—It has been decided by the Senate Foreign Relations Committee that the Russian and German missions shall be advanced to the first-class.

—During a fight at Auburndale, Massachusetts, on Saturday, a combatant was knocked upon a railroad track, and, a train dashing by an instant afterwards, he was killed.

—President Grant, upon being interrogated as to his opinion relative to the safety of the Tennessee, replied that he did not expect to hear from that vessel until the 16th inst.

—The steamboat Judge Wheeler exploded her boilers, burned up, and sunk yesterday morning, on the Mississippi river, near Bell's landing, forty miles above Vicksburg, and several persons were killed and drowned.

—The San Francisco internal revenue officers made a raid upon the Chinese quarters of that city on Friday night, and captured fourteen unlicensed cigar makers, who pursued their avocation solely in the night time.

Foreign Affairs.

—The Paris theatres will open on Wednesday.

—Great quantities of food are now on their way to France from England and America.

—The routes to Paris are all open, and travel has been resumed.

—There has been a great fall in the prices of provisions at Paris.

—A violent gale has just occurred on the English coast, causing considerable loss to shipping.

—The veritable plague has broken out at Brest among the cattle intended for the relief of Paris.

—The Government at Paris has abrogated the requisition decrees of the delegate Government at Bordeaux.

—A Madrid journal says that in the election for the Cortes in the provinces only six oppositionists have been elected.

—A decree has been issued by the Bordeaux Government which immediately calls out the military class of 1871.

—Captains of French men-of-war at Havre have applied for permission to watch and pursue German vessels during the armistice.

—A Brussels despatch says that the result of the elections in fifty-four departments foots up 370 Bonapartists and Orleanists and 80 Republicans.

—In consequence of the interruption of diplomatic relations, the Italian consul at Tunis has confided the subjects of Italy to the protection of the Austrian Consul.

—The British Government, it is rumored, has advised Prussia to arbitrate the terms of peace with France, in order to secure the collective guarantee of the great powers of Europe.

—The reports about the French elections are somewhat contradictory, yet, from what can be gleaned from the several reports, it would appear as though the victory is on the side of the conservatives.

FRANCE.

Proclamation of the ex-Emperor Napoleon.

LONDON, Feb. 12.—The following is a proclamation addressed by the ex-Emperor Napoleon to the electors of France:—

"WILHELMSHOHE, Feb. 8, 1871.—Betrayed by fortune, I have kept, since my captivity, a profound silence, which is misfortune's mourning. As long as the armies confronted each other I abstained from any step or word capable of causing party dissensions, but I can no longer remain silent before my country's disasters without appearing insensible to its sufferings.

"When I was made a prisoner I could not treat for peace, because my resolutions would appear to have been dictated by personal considerations. I left the Regent to decide whether it was to the interest of the nation to continue the struggle. Notwithstanding unparalleled reverses, France was unsubdued, her strongholds unreduced, few departments invaded, and Paris in a state of defense.

"The extent of her misfortunes might possibly have been limited, but while attention was directed to her enemies an insurrection arose at Paris. The seat of the Representatives was violated, the safety of the Empress was threatened, and the Empire, which had been three times acclaimed by the people, was overthrown and abandoned. Stifling my presentiments, I exclaimed, What matter my dynasty if the country is saved? Instead of protesting against the violation of my rights I hoped for the success of the defense, and admired the patriotic devotion of the children of France.

"Now, when the struggle is suspended and all reasonable chance of victory has disappeared, it is time to call to account the usurpers for bloodshed and ruin and squandered resources. It is impossible to abandon the destinies of France to an unauthorized government, which was left no authority emanating from universal suffrage. Order, confidence, and a solid peace are only reasonable. The people are consulted respecting the Government most capable of repairing the disasters to the country.

"It is essential that France should be united in her wishes. For myself, bruised by injustice and bitter deception, I do not know nor claim my repeatedly confirmed rights. There is no room for personal ambition, but until the people are regularly assembled and express their will it is my duty to say that all acts are illegitimate. There is only one Government in which resides the national sovereignty able to heal the wound; to bring hope to firesides, to reopen the profaned churches for prayer, and to restore industry, concord, and peace."

A HORRIBLE DEATH.

A Man's Head Cut Off.

The Huntingdon *Journal* says:—On Friday last the most horrible death that it has ever been our lot to record occurred at North Point, Bedford county, at the "Old Scott" colliery, worked by Richard Langdon, Esq., of this place. Philip Chamberlain was ascending the shaft in the car, and it is supposed that his head struck the frame in which the car works, and his neck caught upon a pin. His head was instantly torn from his body and remained transfixed to the pin, while the headless body fell to the bottom of the shaft, breaking both legs and one of his arms. When the head was discovered it was fast on the pin, with eyes wide open, staring apparently at those who gathered around; and the man whose duty it was to attend below was paralyzed when he discovered a headless body lying before him. It was the most shocking and terrible accident which has ever occurred in that section, and has cast a horror over the entire coal region. Chamberlain was an excellent young man, and was loved and respected by all who knew him.

—The Singer Sewing Machine Company are about erecting a new factory at Elizabethport, at a cost of $2,000,000.

—The late David Sears, of Boston, left by his will the sum of $5,000,000 to his children and grandchildren.

—A. J. Butler, who murdered his wife in April last, was found guilty of manslaughter by a Toledo jury on Thursday.

—Seals are plentiful on the coast of Sitka, but owing to the prohibitory regulations against their being brought to San Francisco, the Hudson's Bay Company reap all the benefit.

SPECIAL NOTICES.

HOMŒOPATHIC HOSPITAL, No. 1116 CUTHBERT Street.
The attending Managers for February are:—
W. Hobart Brown, No. 2038 Wallace street.
John Carrow, No. 1502 Spruce street.
C. G. Raue, M. D., No. 121 N. Tenth street.
John C. Morgan, M. D., No. 1709 Chesnut street.
The attending Physicians are Drs. Raue, Morgan, and Martin.
The attending Surgeon is Malcolm Macfarlan, M. D.
The resident Physician is Dr. Baethig.
The attending Physicians and Surgeon attend daily at the Hospital.
Applications for admission are received by the attending Managers on Wednesdays at 5 P. M. at the Hospital.
Persons seriously injured by accident are always admitted, if brought to the Hospital immediately thereafter.
Contributions in money received by the Treasurer, J. W. Sexton, Esq., of Jay Cooke & Co.
Contributions of Food, Clothing, Bedding, etc., received at the Hospital. 2 6ms6t

H. M. DALY'S WHISKY WAREROOMS, Nos. 222 S. FRONT Street and 139 DOCK St.
IMMENSE STOCK
OF THE BEST BRANDS
IN ORIGINAL BARRELS.
Among which may be found the celebrated "GOLDEN WEDDING," Bourbon of ancient date; Wheat and Rye Whiskies, all pure from manufacturers (in original packages), including those well-known distillers,
THOMAS MOORE & SON,
JOSEPH S. FINCH & CO., and
THOMAS MOORE.
The attention of the trade is requested to test these Whiskies, at market rates. 2 4smw6

CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY COMPANY.
CLEVELAND, Ohio, Feb. 8, 1811.
The annual meeting of the stockholders of this company, for the election of directors and for the transaction of other business, will be held at the office of the company in Cleveland, Ohio, on WEDNESDAY, March 1, 1871, between the hours of 11 o'clock A. M. and 2 o'clock P. M.
The transfer books will be closed from the evening of February 18 until March 2.
GEORGE H. RUSSELL,
2 9 3w Secretary.

HON. F. CARROLL BREWSTER WILL deliver a Lecture in the ALEXANDER PRESBYTERIAN CHURCH, NINETEENTH and GREEN Streets, on FRIDAY EVENING, February 17, at 7½ o'clock. Tickets for sale at
John Wanamaker's, No. 820 Chesnut street.
A. L. Vansant's, Ninth and Chesnut streets.
Presbyterian House, No. 1334 Chesnut street.
American Tract Society, No. 1408 Chesnut street.
J. T. Hufnal's Drug Store, Nineteenth and Green.
Dr. Snowden's Drug Store, Twentieth and Coates, and by members of the Church generally. 2 10 2t*

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY.
PHILADELPHIA, Feb. 1, 1871.
NOTICE TO STOCKHOLDERS.—The annual meeting of the Stockholders of this company will be held on TUESDAY, the 21st day of February, 1871, at 10 o'clock A. M., at CONCERT HALL, No. 1219 CHESNUT Street, Philadelphia.
The Annual Election for Directors will be held on MONDAY, the 6th day of March, 1871, at the office of the Company, No. 238 S. THIRD Street.
JOSEPH LESLEY,
2 11 7t Secretary.

OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 303 WALNUT Street.
PHILADELPHIA, February 7, 1871.
The Managers have declared a dividend of FOUR PER CENT., free from taxes, payable at the office on and after the 15th instant. E. G. GILES,
2 8 6t Treasurer.

CITY TREASURER'S OFFICE.
PHILADELPHIA, Feb. 2, 1871.
The premium on Gold Interest on City Loans of July, 1870, will be paid in currency on and after February 6, 1871.
JOSEPH F. MARCER,
2 2 City Treasurer.

THE FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT CO.
PHILADELPHIA, Feb. 1, 1871.
The Stated Annual Meeting of the Stockholders of this Company will be held at its Office, Nos. 329 and 331 CHESNUT Street, on TUESDAY, the 14th instant, at 12 o'clock M., for the election of a Board of Directors for the ensuing year, and for the transaction of such further business as may come before them. R. PATTERSON,
2 2 10t Secretary.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
8 30 tf No. 118 MARKET St., General Agent.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
COMPANY'S BUILDING, No. 400 WALNUT STREET, January 2, 1871.
The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes. ALEX. W. WISTER,
1 2tf Secretary.

DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17t

SPECIAL NOTICES.

ACADEMY OF MUSIC.
THE STAR COURSE OF LECTURES.
SEASON OF 1870-71.
SECOND SERIES.
T. B. PUGH has the honor to announce that the SECOND SERIES of THE STAR COURSE OF LECTURES will be given in the following order:—
OPENING LECTURE.
1. Monday Evening, February 20,
WENDELL PHILLIPS.
Subject—Street Life in Europe.
2. Thursday Evening, February 23,
JAMES E. MURDOCH.
Subject—An Actor's Views and Impressions of the Character of "Hamlet," illustrated by remarks and readings.
3. Monday Evening, February 27,
MISS LILLIAN S. EDGARTON.
Subject—Marriage and Divorce.
4. Thursday Evening, March 2,
JOSH BILLINGS.
Subject—Natural History.
5. Monday Evening, March 13,
DANIEL DOUGHERTY.
Subject—Oratory.
6. Thursday Evening, March 16,
REV. E. H. CHAPIN, D. D.
Subject—Modern Chivalry.
7. Monday Evening, March 20.
A. MINER GRISWOLD (Humorous).
(The Fat Contributor.)
Subject—Injun Meal.
8. Thursday Evening, March 23,
GENERAL KILPATRICK.
Subject—Battle Scenes of the Rebellion (including a graphic description of Lee's raid into Pennsylvania.)
9. Monday Evening, March 27,
MRS. CADY STANTON.
Subject—The True Republic.
10. Thursday Evening, March 30,
GRAND CONCERT BY THE MENDELSSOHN QUINTETTE CLUB OF BOSTON, and other musical attractions.
ADMISSION TO EACH LECTURE.....50 CENTS
RESERVED SEATS.....25 CENTS Extra
RESERVED SEATS for the Series of Ten Lectures (transferable), $5.
TWO DAYS' SALE OF SEASON TICKETS.
The sale of Reserved Season Tickets will commence on MONDAY MORNING, February 13, at Gould & Fischer's Piano Rooms, No. 923 CHESNUT Street, and will continue two days, after which no more tickets at season prices will be sold.
The sale of Reserved Seats to any of the single Lectures will commence on WEDNESDAY MORNING, February 15. 12 9
Ticket Office open daily from 9 A. M. to 6 P. M.

BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—"*Does not contain Lead nor any Vitalic Poison to injure the Hair or System.*" Invigorates the Hair and leaves it soft and beautiful; Black or Brown.
Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. (4 27 mwf

TREASURER'S OFFICE, ST. JOSEPH and Denver City Railroad Company.
ST. JOSEPH, Mo., Jan. 28, 1871.
The interest and coupons due Feb. 15, 1871, on the first mortgage eight per cent. (8 per cent.) gold bonds of the St. Joseph and Denver City Railroad Company will be paid at the office of the Farmers' Loan and Trust Company, in the city of New York, upon presentation and application, on and after that date, free of Government tax.
2 7 26t† THOMAS E. TOOTLE, Treasurer.

INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alconated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.
For sale by Druggists generally.
R. & G. A. WRIGHT,
1 6 fmw26t No. 624 CHESNUT St., Philad'a.

MERCANTILE LIBRARY HALL.
LECTURE BY J. A. McGINLEY, A. M.
Subject—"POMPEII, PAST AND PRESENT."
MONDAY EVENING, February 13, at 8 o'clock.
Tickets 50 cents; to be had at Gould & Fischer's, No. 923 Chesnut street, and at the Library. 2 9 4t*

DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.
Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf

PROPOSALS.

TO CONTRACTORS AND BUILDERS.—Sealed Proposals, endorsed "Proposals for Building an extension to a Public School-house in the Tenth Ward," will be received by the undersigned, at the Office, S. E. corner of SIXTH and ADELPHI Streets, until THURSDAY, February 23, 1871, at 12 o'clock M., for building an extension to a Public School-house, situate on Race street, below Fifteenth, in the Tenth ward, said extension to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.
No bids will be received unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with.
The contract will be awarded only to known master builders.
By order of the Committee on Property.
H. W. HALLIWELL,
2 13,16,20,23 Secretary.

ENGINEER OFFICE,
FIFTH LIGHTHOUSE DISTRICT,
BALTIMORE, Md., Feb. 7, 1871.
TO IRON MANUFACTURERS.
SEALED PROPOSALS, in duplicate, on forms furnished for the purpose by the Lighthouse Board, will be received at this office until 12 o'clock M. on WEDNESDAY, March 8, 1871, FOR BUILDING TWO SCREW-PILE LIGHTHOUSES, one at BENONIS POINT, Choptank river, Md., in about eleven-feet water, and the other at LOVE POINT, head of Kent Island, mouth of Chester river, Md., in ten-feet water, according to the plans and specifications for the same, which can be had, together with such other needful information, on application to this office.
The Lighthouses will be built on wooden piles, surmounted by cast-iron sleeves, in a manner similar to certain other lighthouses in this district.
Proposals may be made for either or both Lighthouses, but the bids must state the price for each single structure.
Each bid must be accompanied by a written guarantee in the sum of one thousand dollars from two responsible parties, that in case the bid is accepted the bidder will within ten days thereafter enter into a contract on the terms of his bid. The Government reserves the right to reject any or all bids.
Proposals will be endorsed "Proposals for Building Screw-pile Lighthouses at Benonis Point, Choptank, Md., and Love Point, Kent Island, Chesapeake Bay, Md.," and addressed to the undersigned.
PETER C. HAINS,
Captain of Engineers,
2 9 26t Lighthouse Engineer, Fifth District.

QUARTERMASTER'S OFFICE.
PHILADELPHIA, Feb. 3, 1871.
Sealed Proposals, in triplicate, will be received at this office until 12 o'clock M. on TUESDAY, March 7, 1871, for building a Superintendent's Lodge, of stone, at each of the following-named National Cemeteries, viz.:—City Point, Cold Harbor, and Fredericksburg, Va., according to plans and specifications which will be furnished from this office on application of those desiring to bid.
Separate bids for building this Lodge of brick are also invited, plans and specifications for which will also be furnished from this office on application.
Blank forms for bids, details, and requirements furnished by the undersigned—a copy of the latter, with this advertisement, to be attached to each proposal offered.
HENRY C. HODGES,
2 8 tM7 Major and Quartermaster U. S. Army.

PROPOSALS.

UNITED STATES MAILS.
PENNSYLVANIA.
POST OFFICE DEPARTMENT,
WASHINGTON, Sept. 30, 1870.
PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 5 P. M. of March 1, 1871, to be decided by March 30 following:—
2365 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7:30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7:30 A. M.;
Arrive at Butler by 4 P. M.
2610 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.
2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.
2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 3 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.
2636 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.
2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.
2638 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.
2639 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.
2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin Station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.
2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.
2642 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.
2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.
2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.
2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.
2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.
2647 From Millertown, by Colman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.
2648 From Edge Hill Station (no office), by Fitzwatertown, Jamestown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.
2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7:30 A. M.;
Arrive at Newport by 10:30 A. M.
2650 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.
2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.
2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.
2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11:30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2:30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.
2654 From Russell Hill to Keiserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.
2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6:30 A. M.;
Arrive at Phœnixville by 8:30 A. M.
2656 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.
2657 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.
2658 From Trunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.
2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.
2660 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bastleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.
2661 From Liberty, by Brittonwood (no office) and

PROPOSALS.

Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.
NOTES.
Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.
No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.
For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL,
1 9 and tM1 Postmaster-General.

ARMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS.
NEW YORK CITY, Feb. 2, 1871.
Proposals in Duplicate will be received by the undersigned until 12 M., SATURDAY, March 4, for the following Subsistence Stores:—
300 barrels of Prime Mess Pork, containing 200 pounds net, 1 iron-hoop on each end.
500 barrels of Flour, round hoops, full head-lined, and sealed bungs.
100 barrels of "E. F." Flour, round hoops, full head-lined, and sealed bungs.
15,000 pounds of Fine Salt, in barrels, full head-lined.
10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.
20,000 pounds of Brown Sugar, in barrels, full head-lined.
5,000 pounds of Crushed Sugar, in barrels, full head lined.
5,000 pounds of Granulated Sugar, in barrels, full head-lined.
5,000 pounds of Cut Loaf Sugar, in barrels, full head lined.
5,000 pounds of Carolina Rice, in oak barrels, full head lined.
20,000 pounds of Green Rio Coffee, in oak barrels, full head lined.
5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 3 mats each.
5,000 gallons of pure Cider Vinegar, in barrels, iron hooped.
20,000 pounds of family Soap, 2-pound bars, 80-pound boxes, net, strapped.
5,000 pounds of "Ada." Candles, 6's, full weights, 40-pound boxes, net, strapped.
1,000 pounds of Pure Ground Black Pepper, ¼-pound packages, in 25-pound boxes, strapped.
1,000 pounds of Breakfast Bacon, in 100-pound boxes, strapped.
1,000 pounds of Smoked Tongues, in 100-pound boxes, strapped.
1,000 pounds of Smoked Beef, in 100-pound boxes, strapped.
5,000 pounds of Sugar-cured Hams, packed in tierces.
1,000 gallons of Syrup, in ½ and whole barrels.
1,000 gallons of Molasses, in ½ and whole barrels.
1,000 dozen of Toilet Soaps, assorted.
600 boxes of Table Salt, in boxes containing 60 boxes each.
25 pounds of Cayenne Pepper, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Cinnamon, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Ginger, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in ¼-pound packages, packed in boxes of 25 pounds.
100 pounds of Mustard, ground, in ¼-pound cans, packed in boxes of 12 pounds.
200 pounds of Yeast Powders, in ¼-pound cans, packed in boxes of 12 pounds.
50 kits of Mess Mackerel, containing 20 pounds, net.
250 boxes of Dessicated Codfish, 1-pound boxes packed 24 in a case.
100 boxes of Smoked Herring.
1,000 half-boxes of Sardines, in original cases.
1,000 pounds of Dried Peaches, in barrels full head lined.
1,000 pounds of Dried Appels, in barrels full head lined.
100 pounds of Nutmegs.
100 quarter boxes of Raisins, strapped 10 in a package.
100 half boxes of Raisins, strapped 10 in a package.
100 whole boxes of Raisins, strapped 10 in a package.
1,000 pounds of Dried Prunes, in 25-pound boxes.
240 cans of Fresh Salmon, in 2-pound cans.
240 cans of Fresh Oysters, in 2-pound cans.
240 cans of Spiced Oysters, in 2-pound cans.
600 cans of Tomatoes, in 2-pound cans.
600 cans of Green Corn, in 2-pound cans.
240 cans of Lima Beans, in 2-pound cans.
240 cans of Green Peas, in 2-pound cans.
240 cans of Lobsters, in 2-pound cans.
600 cans of Fresh Peaches, in 2-pound cans.
240 cans of Preserved Peaches, in 2-pound cans.
240 cans of Preserved Pineapples, in 2-pound cans.
240 cans of Preserved Damsons, in 2-pound cans.
240 cans of Fresh Pineapples, in 2-pound cans.
240 cans of Cranberry Sauce, in 2-pound cans.
240 bottles of Worcestershire Sauce, packed 12 in a case, imported "pints."
240 cans of Currant Jelly, 2-pound cans.
240 cans of Raspberry Jam, 2-pound cans.
2,400 cans of Condensed Milk, 1-pound cans, "Eagle" brand.
400 bottles of Assorted Pickles, consisting of English Chow-chow and Gherkins, and Domestic Cucumbers and Onions.
20 gross of Vanilla Extracts, 2 and 4-ounce vials.
20 gross of Lemon Extracts, 2 and 4-ounce vials.
400 pounds of Corn Starch, in 1-pound packages, 40-pound boxes.
720 pounds of Laundry Starch, in 1-pound packages, 36-pound boxes.
108 pounds Tapioca, in 1-pound packages, 25-pound boxes.
300 pounds of Chocolate, in 1-pound packages, 25 pounds each.
300 pounds of Vermicelli, in 1-pound packages, 25-pound boxes.
300 pounds of Maccaroni, in 1-pound packages, 25-pound boxes.
300 pounds of Carbonate Soda, in 1-pound packages, 36 pounds each.
250 pounds of Cream Tartar, in 1-pound packages, 25 pounds each.
5,000 pounds of Lard, in 5-pound caddies, packed 12 in a case.
100 pounds of Laundry Indigo, packed 15 pounds in a case.
The manner of making bids, requirements of bidders, the same as previous advertisements from this office. These stores are required for immediate shipment, and in quantities more or less at the option of the Government.
By order of Major W. W. BURNS,
2 7 tm 4t Chief C. S. Department of East.

TO IRON MANUFACTURERS.
U. S. LIGHTHOUSE DEPOT,
Office Lighthouse Engineer Third District,
TOMPKINSVILLE, Staten Island, N. Y.,
January 13, 1871.
PROPOSALS FOR SCREW-PILE LIGHTHOUSES.
SEALED PROPOSALS from Iron Foundries will be received at this office until MONDAY the 13th day of February, 1871, at 12 o'clock M., for the entire IRON and WOODWORK of TWO SCREW-PILE LIGHTHOUSES, the plans and specifications of which are for inspection at this office. A suitable place will be provided by the contractor for the setting up of the entire structure for inspection and acceptance.
The contractor, who must be a manufacturer of iron, will include in his proposals the cost of taking down and delivering on board the vessels provided by the undersigned for shipment of the same.
Proposals will state the time of completing the structures.
The right to reject any proposals that may be deemed disadvantageous to the Government is reserved.
Proposals will be in duplicate, accompanied by a guarantee in duplicate, with a printed copy of this advertisement affixed to each proposal, and will be addressed to the undersigned, and endorsed "Proposal for Screw-pile Lighthouses." J. C. WOODRUFF,
Lieut.-Colonel of Engineers, U. S. A.,
1 20t2 13 Lighthouse Engineer Third District

AMUSEMENTS.

THE
AMERICUS CLUB'S
ANNUAL BALL,
ACADEMY OF MUSIC,
FEBRUARY 13, 1871.
CARDS OF ADMISSION, FIVE DOLLARS.
To be had at the CONTINENTAL HOTEL NEWS STAND, TRENWITH'S, No. 614 CHESNUT Street, and GILLINGHAM'S, corner of FIFTH and LOCUST. 2 9 4t

AMERICAN ACADEMY OF MUSIC
TWO MORE GRAND CONCERTS
BY
THEODORE THOMAS'
UNEQUALLED CONCERT ORGANIZATION
WEDNESDAY EVENING, Feb. 15.
THURSDAY EVENING, Feb. 16.
The public is respectfully informed that arrangements have been completed to give two additional
GRAND CONCERTS,
On WEDNESDAY EVENING, Feb. 15, and
THURSDAY EVENING, Feb. 16,
Mr. Thomas will be assisted by the celebrated Pianist,
MISS ANNA MEHLIG,
and his
UNRIVALLED ORCHESTRA,
many of whom are
EMINENT SOLOISTS.
The programmes will be entirely new. On Wednesday evening, in compliance with numerous requests, will be performed

Evening Telegraph

PUBLISHED EVERY AFTERNOON (SUNDAYS EXCEPTED), AT THE EVENING TELEGRAPH BUILDING, No. 108 S. THIRD STREET. PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

MONDAY, FEBRUARY 13, 1871.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

A SAD SUBJECT.

THE Washington Square *lament* which we published in our advertising columns on Saturday, is a singular document. It is a last final charge along the whole line to overcome the majority of nearly 20,000 votes by which Penn Square was selected as the site for the public buildings.

Much has been said by some of the very signers of this remarkable document about tricks and deceptions practised upon the people, in advance of the election, by the Building Commissioners; but "for ways that are dark and for tricks that are vain," this protest of theirs is "peculiar."

It starts out with the declaration that "*many of us*" voted for Penn Square. How many? Come now, gentlemen, own up; how many? We will answer for you: Two, or perhaps three; certainly not *five*. Messrs. Tatham, Fell, Bullitt, Cope, Franciscus, Dutilh, Lombaert, and Claghorn certainly did not sign as among the "many of us who voted for Penn Square." Everybody knows why they favor a down-town locality. They have a right to express their opinion, and did express it in October last; but they were beaten, and as fair men they ought to content themselves to remain beaten.

The two, or perhaps three, signers who voted for Penn Square confess that they did so upon the conviction, based upon the resolution of the commission, that the buildings would be erected upon the squares, and not upon the streets; and yet the language of that resolution was in these simple and unmistakable words:—"The commission is empowered by act of Assembly either to locate separate buildings upon the four squares or one building at the intersection, as the majority of the commission may determine." Now suppose the commissioners determined to build upon the four squares, might not thousands of citizens who favor the intersection claim that the resolution indicated the selection of that site, and that a departure from it was an imposition upon *them*? It is well known that to every man whose name was upon the assessment list in October last a coffin circular was sent, purporting to contain a fair diagram of Broad and Market streets as they would appear when blocked up by the public buildings, in which the streets were narrowed instead of being widened, and which altogether was a very unsightly misrepresentation of the plan subsequently adopted by the commissioners.

It was this publication, magnified upon the house walls and in the daily papers, which induced the commissioners to declare that no action had yet been taken upon that subject. This was their simple duty to the public and to the thousands of voters who favored the intersection, and who had a right to be protected against the misrepresentations of the Washington Squarites. We are very sorry to find that gentlemen of acknowledged intelligence should have been "convinced," by the language of that resolution, that the buildings were not in any event to be placed upon the intersection.

But, says the lament, "to occupy the intersection would disappoint the expectations of those by whom Penn Squares were selected as the site for public buildings." We don't believe a word of it, and until those advocates of Washington Square can "rail" the 20,000 majority out of existence we will never believe it. We are of opinion that certainly nine out of ten of the persons who cast their votes for Penn Square would to-day vote for locating a single grand building in the centre, in preference to four inconvenient and more expensive buildings upon the four squares, and, moreover, we believe that since the removal of the trees and the consequent development of the immense area of ground at Broad and Market streets, at least twenty-five per cent. of the persons who voted for Washington Square would to-day vote for the centre of Penn Square. Certainly very few Masons could be induced ever again to encourage the planting of trees or erection of a building which would effectually obstruct the present southern view of their temple at Broad and Filbert streets.

The tear dropped by these protestors over the inconvenience of celebrating the centennial anniversary is really very touching—it is indeed! Just to think of it! Broad street will be obstructed, and the boom-a-laddies will be compelled to wheel to the right or left, "as the case may be," instead of going straight ahead "forward, guide left," and there may be a few blocks of unsightly granite or marble on the thoroughfare, or a cartload of bricks. What twaddle! Would not the construction of four buildings cause just as much confusion, and be even more unsightly. If the Washington Squareites, with Mayor Fox at their head, would withdraw their opposition, this grand edifice would in 1876 be the most attractive feature of our city, and would do much to remove the impression existing amongst strangers that we lack enterprise and *harmony*. But perhaps these gentlemen would prefer we should replant the trees, reset the railings, and pass an ordinance that no new buildings, gas-pipes, water-pipes, or pavement shall be erected or laid during the year 1876, lest we should have to "blush" for the appearance of our thoroughfares.

Having exhausted such arguments as these in their appeal to the commissioners, and satisfying themselves of their weakness, these petitioners next accuse the gentlemen to whom they address themselves of "imprudent haste," of the possession of "unlimited power to tax," and of an apprehended "prodigal and unwise expenditure of public money."

Now we venture to say that if Washington Square had been selected, and these Building Commissioners had done, and were doing, with that locality what they are now doing with Penn Square, with two or three solitary exceptions not one of these thirty-seven signers would have opened his lips.

We presume that when this document was being prepared and signed, the subscribers well knew that it would not deter the commissioners from performing what they honestly believed to be their duty to the people who so overwhelmingly selected Penn Square; otherwise they would have abstained from the gratuitous fling at the integrity of the gentlemen composing the board. We very much regret to see names of gentlemen upon the list who we feel satisfied signed hastily and without a careful reading of this part of the document. Their conduct compares rather unfavorably with that of Messrs. Cuyler and Perkins, who were always outspoken and active workers in behalf of Washington Square, but who to-day yield to the will of the majority, and are earnestly at work against their own pecuniary interests, whilst a dishonest opposition upon their part would in all probability so thwart the action of the board as to result in the delay, and perhaps abandonment, of the whole work.

The course of the Building Commissioners is a very plain one. If they believe the interests and convenience of the public are best served by the erection of one building, with Bread street widened where it passes around it from 110 feet to 270 feet, it is their simple duty to carry out that plan, without stopping to listen to and discuss the objections raised by people who want the buildings *down town or nowhere*.

We have every confidence in the judgment, integrity, and good taste of the commissioners. We believe Mr. John Rice to be eminently the right man in the right place as the head of this board, and we depend upon Messrs. Cuyler, Wetherill, Perkins, and their colleagues to unite with him in a prosecution of the work with all becoming speed, and they will have the earnest endorsement, for so doing, of all persons who are not blinded by their selfish interests.

FICKEN'S ANNIVERSARY.

TO-MORROW is St. Valentine's Day, an anniversary that has chiefly been remarkable for the opportunities it affords to love-sick swains and damsels to make each other acquainted with their amorous prepossessions, but which last year was signalized in this city by the commission of a crime which will make St. Valentine's Day hereafter memorable for one of the most outrageous insults ever offered to justice among a people who profess to have a respect for law and decency. On St. Valentine's Day of last year Richard Ficken, a wealthy sugar refiner of this city, shot a boy by the name of Arthur Curran, and wounded him so that he will probably be a cripple for life. After a delay that was not particularly creditable to the officers of justice, he was indicted for this offense and was required to give security in an amount that, considering his wealth and the magnitude of his offense, was not a large one, and as soon as he was free from the clutches of the law he fled to Europe. When his case was called for trial, he did not put in an appearance, and his bail was declared forfeited. Immediately a strong pressure was exerted at Harrisburg to persuade the Governor to interfere to prevent Ficken from being punished after the manner of common, poverty-stricken criminals, and the felony of which he was guilty was compounded for a sum of money. It is understood that it cost $50,000 to obtain for Ficken a pardon for an offense for which he had never been tried and found guilty by regular process of law. $20,000 of this sum was paid, or is understood to have been paid, to the injured boy, and the other $30,000 went to cover the extraordinary expenses attending such an extraordinary effort on the part of Governor Geary, his Attorney-General, Messrs. William B. Mann, Lewis C. Cassidy, and others interested, to cheat the law of its victim and to prevent Richard Ficken from being locked up in the penitentiary, as he certainly would have been if he had been a poor man. Ficken, by the grace of Geary and the expenditure of $50,000, is now able to return to Philadelphia whenever he chooses without fear that he will be held responsible for his crime, and with nothing to hinder him from resuming the sport of shooting small boys if he feels disposed to pay for a license to do so at Harrisburg.

We wish the citizens of Philadelphia to bear in mind that every individual implicated in this transaction, Ficken, Geary, F. Carroll Brewster, William B. Mann and Lewis C. Cassidy, is guilty of the offense of compounding a felony, and that the pardon granted by Geary, although it relieves Ficken from the legal consequences of his crime is in reality an aggravation of his offense. Geary, F. Carroll Brewster, Mann, and Cassidy are all aspirants for offices of trust and honor, but this transaction should forever seal their fate as politicians with the people of Philadelphia and Pennsylvania, as it is an all-sufficient proof that they are utterly unworthy of confidence. The worst name Attorney-General Brewster had for Ficken's crime was "gross negligence;" and the moral sense of Geary is so small that he actually did not appear to imagine, to judge by the wording of the pardon, that he was doing anything improper by pardoning a criminal before a jury had pronounced upon his guilt. As for Messrs. Mann and Cassidy, who were the active agents in this affair, they clearly acted outside of the sphere of their legitimate duties as attorneys and counsellors at law, and are entitled to no immunity for the share they took in promoting a corrupt bargain and in compounding a felony.

This business of compounding felonies and releasing rich men from the consequences of their crimes is becoming altogether too common, and as an appropriate supplement of the Ficken crime we have the affair of the young gentleman of "good connections," Mr. Tryon Reakirt, whose forgeries are being settled by private arrangement, while for the sake of his highly respectable and wealthy friends and relatives no efforts whatever are being made to bring him to trial, and to make of him an example that will serve to warn other fast young men against travelling the same road that he has done. In New York young Ketchum, in spite of his respectable connections, was sent to Sing Sing for the same offense as that of which Reakirt is guilty, and yet we are accustomed to draw familiar comparisons between the administration of justice in this city and in New York. If Reakirt is not brought to trial it will be simply because he is able to command enough money to prevent himself from being subjected to the legitimate consequences of his crime, and his case will be nearly as great a scandal upon Pennsylvania and Philadelphia justice as that of Richard Ficken. These are really very serious matters, for they denote a demoralization among those who are appointed to administer justice and a loose sense of the value of law that bode no good to the future of the Commonwealth, and it is the duty of all law-abiding citizens to protest with the utmost energy against the idea that any man can escape the consequences of crime because he is able to command a greater amount of wealth than his neighbors.

NAPOLEON'S PROCLAMATION TO THE ELECTORS OF FRANCE.

NAPOLEON has at last broken his long silence by a proclamation addressed to the electors of France, with the evident object of keeping alive the pretensions of his dynasty to imperial rule. In the elections now progressing the Bonapartes have been well-nigh forgotten amid the struggles between the Orleanists and the respective republican factions; but France probably still continues to possess a considerable number of Bonapartist politicians, and the ex-Emperor wishes to furnish them a platform on which they can rally their shattered forces. The terrible disasters which Napoleon invited by his declaration of war against Prussia, and the fearful inefficiency of himself, his chosen leaders, and his boasted, army have covered him with so much disgrace that no ordinary motive could have induced him to break the long silence which shielded his ignominy by the protecting veil of obscurity. But in a crisis like the present he had to speak, or suffer the pretensions of his dynasty for the French throne to go by default. He therefore practically enters the political campaign now progressing in France as the leader of a party contending for mastery, and even from his prison at Wilhelmshohe flings down a gauntlet at all hostile or rival organizations. Now, as ever, impudent and audacious to the last degreee, this disgraced and despicable usurper assumes the aggressive. Instead of apologizing for his own sins, shortcomings, and blunders, he makes a merit of his refusal to negotiate a treaty with the invaders, and attempts fix the responsibility of the most distressing of French woes upon those who deposed the Empress. Oblivious of his own delinquencies, he declares that "it is time to call to account the usurpers for bloodshed and ruin and squandered resources;" and while he adroitly announces his indifference to what he terms his "repeatedly confirmed rights," he asserts that until the people are regularly assembled "all acts are illegitimate," and he holds out, as the last hope of a distracted nation, the assurance that "there is only one government in which resides the national sovereignty able to heal the wounds, to bring hope to firesides, to reopen the profaned churches for prayer, and to restore industry, concord, and peace."

The proclamation is, substantially, a bid for the restoration of Bonapartism, based on the theory that its leader did his best, even in the hour of his humiliation, to save France; that his plans were thwarted by the deposition of the Empress; that, while he failed to subdue the Germans in battles near the frontier, his successors did even worse by failing to defend the citadel of the nation; that there has been no legitimate authority in France since Engenie and "Louis and I" were dethroned; and that peace, order, and prosperity will not be permanently restored until the Corsican brood gets back once more upon the throne they have stained with so many crimes and follies.

This plea is a cunning one, and though it is essentiplly weak and false, it is still better, in a mere partisan point of view, than no plea at all. From time to time the continued existence of a Bonsparte faction in France, despite the disasters at Metz and Sedan, has been disclosed, and the hero of Strasbourg, Boulogne, the *coup d'etat* of 1851, and the campaign of 1870, is determined to keep it alive, if impudent assertions and arrogant demands can maintain its existence. Louis Napoleon is no soldier and a poor statesman, but he is a shrewd, desperate, and unscrupulous politician, and he may give other French politicians much trouble before they succeed in firmly establishing a new government.

THE "shinners" are again appealing to the Legislature to grant permission for the establishment of curbstone markets in the upper portion of the city. The members of the Legislature from Philadelphia know well enough that these markets are considered unmitigated nuisances to store-keepers, property-holders, and all persons who are obliged to pass through the streets in which they are located. Instead of allowing them to be further extended, those now in existence should be prohibited, and the "shinners" forced to carry on their business in a legitimate manner in regularly appointed market-houses. Street markets may do well enough for small country towns, but they are entirely out of place in a great city like Philadelphia, and they should have been discontinued long ago. The "shinners" have nearly ruined the legitimate trade upon some of the streets upon which they have located themselves, and the Legislature will be perpetrating a grievous wrong if it grants them any further privileges.

OBITUARY.

Miss Alice Cary.

A despatch from New York announces the death in that city yesterday of Miss Alice Carey, at the age of fifty. She was born near Cincinnati, Ohio, in 1821, and first attracted the attention of the public by her contributions to the *National Era*, the weekly paper in which Mrs. Harriet Beecher Stowe first gave to the world the story of "Uncle Tom's Cabin." Miss Cary's contributions to this journal appeared under the *nom de plume* of "Patty Lee." Since then she has been a contributor, in both prose and verse, to almost every literary periodical of the country, and her name has become one of the best known among American authoresses. Her poems have been collected and republished in several volumes. Several more ambitious works also emanated from her pen, including three novels—"Hagar, a Story of To-day," "Married, not Mated," and "Hollywood"—and a series of sketches of Western life, entitled "Clovernook," which enjoyed a wide circulation both at home and abroad. Miss Cary had an attractive and piquant style, and many of her fugitive poems gave evidence of genuine poetical talent.

Signor Antonio Bagioli.

Signor Antonio Bagioli, whose death in New York city on Saturday, at the age of seventy-six, is reported, at one time enjoyed considerable notoriety by reason of his being the father of the late Mrs. General Sickles. He was born at Bologna, Italy, in 1795, and devoted himself to the study of music from an early age. He graduated from the Naples Conservatory in the same class with Bellini and Mercadante. In 1832 he came to the United States as Musical Director of the Montressor Italian Opera Troupe, the success of which under his management was unequivocal. This was the first Italian opera company that ever visited the United States. He settled permanently in New York city as a professor of music, and achieved great success as an instructor, many of the professional singers of the day having been his pupils. The marriage of his daughter to Daniel E. Sickles was destined to bring him before the public in a painful way, at the time of the intrigues which ended in the killing of Philip Barton Key by Sickles.

Henry Van Meter,

whose death at Bangor, Me., at the advanced age of one hundred and ten years, is reported, was one of the most interesting colored men in the country. During the Revolutionary War he was a slave of Governor Nelson, of Virginia. After the close of the war he was sold and taken west of the Blue Ridge, to the extreme frontier, whence he made his escape to Cincinnati, then a mere hamlet. He became the servant of an officer in St. Clair's army, and saw much dangerous service in the Northwest. After the peace of 1795, he lived for a time in Chillicothe, Ohio, and then removed to Philadelphia, where he was sent to school for the first time by some members of the Society of Friends, and learned to read and write at the age of forty. He subsequently made several voyages to Europe as a common sailor, and on the outbreak of the war of 1812 shipped as such in the privateer Lawrence. He was captured, sent to Plymouth, England, and confined for some time in Dartmoor, where he witnessed the massacre of 1815. Many years ago he took up his residence in Bangor, where he lived an industrious and respected life, in the almost unimpaired enjoyment of his faculties of mind and body to the time of his death.

NOTICES.

HEAVY ALL-WOOL BEAVER OVERCOATS,
HEAVY ALL-WOOL BEAVER OVERCOATS,
HEAVY ALL-WOOL BEAVER OVERCOATS,
ELEGANTLY MADE,
ELEGANTLY MADE,
AND VERY CHEAP.
AND VERY CHEAP.
ALL SIZES, COLORS, AND STYLES.
ALL SIZES, COLORS, AND STYLES.
SKATING COATS TO WEAR WITHOUT OVERCOATS.
SKATING COATS TO WEAR WITHOUT OVERCOATS.
SUITS FOR MEN, YOUTH, BOYS, AND CHILDREN.
SUITS FOR MEN, YOUTH, BOYS, AND CHILDREN.
BARGAINS! WANAMAKER & BROWN'S,
BARGAINS! OAK HALL,
BARGAINS! THE POPULAR CLOTHING HOUSE,
BARGAINS! S. E. COR. SIXTH AND MARKET STS.

AN IMPORTANT AUCTION SALE.—A rare, unique, and beautiful assortment of Japanese goods, comprising Daimio inlaid mosaic ware; crystal and bronze jewelry; silver inlaid lacquer ware, rare furs, vases, bowls, cabinets, etc., will to-morrow be sold at the popular auction house of Birch & Son, No. 1110 Chesnut street. The sale will commence at 10 o'clock in the morning and continue on Wednesday. The goods are upon exhibition to-day. If our readers would possess some rare objects of vertu, let them not overlook this announcement.

CHESNUT STREET SKATING RINK,
TWENTY-THIRD AND CHESNUT.
THIS (Monday) EVENING, February 13,
By General Request,
GRAND COTERIE FANTASTIQUE. KING CARNIVAL ON ICE.
NOTICE.—By urgent request of our patrons, we have made arrangements to give one more GRAND COTERIE FANTASTIQUE. Many novelties will be introduced. Philadelphia's best skaters will appear in Comic Costume.
FULL BANDS OF MUSIC.
LIBERTY SILVER CORNET BAND.
DANCING IN THE LARGE DINING ROOM.
Costumes, etc., at the Rink, by A. M. Waas.
Admission as usual. No extra charge.
Positively no postponement on account of changes in the weather.
1t J. A. PAYNE & BRO.

HOLIDAY GOODS.
HOLIDAY GOODS.
Spring Horses,
Rocking Horses,
Children's Carriages.
BOYS' SLEDS, WAGONS,
VELOCIPEDES, Etc. Etc.
H. J. SHILL,
Factory, No. 226 DOCK Street,
12 9 4p BELOW EXCHANGE.

$15,000, $10,000 TO LOAN ON MORTgage of first class city property. Apply to LEWIS H. REDNER, No. 731 WALNUT Street.
2 13 3t

MILLIKEN'S LINEN STORES,
1128 CHESNUT Street and 828 ARCH Street.
NEW SHIRTING LINENS.
In addition to our usual very extensive stock of FIRST-CLASS IRISH SHIRTING LINENS, we have received new invoices for Spring Sales of
690 PIECES GOLDEN-FLAX IRISH LINENS.
MEDIUM IRISH LINENS, IMPERIAL IRISH LINENS.
RICHARDSON SON'S & OWDEN'S LINENS, ALL QUALITIES.
PRICES STILL LOWER! OUR NEW PRICE LISTS!
We are careful to give to our customers the benefit of any decline of prices in Europe, and take pleasure in notifying our friends that WE ARE NOW PREPARED TO SELL OUR FIRST-CLASS LINENS AT A GREAT REDUCTION FROM LAST SEASON'S PRICES.
MILLIKEN'S SHIRT BOSOMS.
We are now prepared to supply our CELEBRATED SHIRT BOSOMS of every style and quality.
PRICES OF BOSOMS REDUCED TO CORRESPOND TO THE REDUCTION IN THE PRICE OF LINENS.
1 14 smém

CLOTHING.
ROCKHILL & WILSON.
BOY 5 YEARS OLD,
BOY 6 YEARS OLD,
BOY 7 YEARS OLD,
BOY 8 YEARS OLD,
BOY 9 YEARS OLD,
BOY 10 YEARS OLD,
AND ALL THE OTHER BOYS OF EVERY AGE AND SIZE, CAN
Get the Best Boys' Clothes At the Great Brown Hall Much cheaper than
Anywhere Else.
Come on, Boys! Tell your Fathers, Tell your Big Brothers, Tell all your friends
To come for fine clothes for the season to
ROCKHILL & WILSON'S
GREAT BROWN HALL,
603 and 605 CHESNUT STREET.

HABILLEMENTS
No. 824 CHESTNUT ST.
CHARLES STOKES & Co.
UNDER THE CONTINENTAL HOTEL
PHILADELPHIA, PA.
HAVE ALWAYS ON HAND TO SUBMIT FOR THE SELECTION OF THEIR
CUSTOMERS
A LARGE AND VARIED STOCK OF THE MOST FASHIONABLE AMERICAN AND FOREIGN FABRICS.

FIRE AND BURGLAR PROOF SAFE
BANK ROBBERY!!
Quite a startling affair has transpired,
An old Bank circumvented and bled!
And by devilish cunning inspired
Thieves are daily improving their trade.
Not a house in the land is secure
With a safe made but ten years ago!
For the scoundrels select what is sure
To be entered by jimmy and crow.
But there is a defense against all
The devices and skill of the crew,
MARVIN'S BURGLAR-PROOF SAFE has a wall
Their inventions can never go through.
And let every man see to it NOW,
That his money is put in a place
Where our Burglar Safe will not allow
Any *bogus policeman* a space.
Invulnerable Safes
FOR SALE BY
MARVIN & CO.,
No. 721 CHESNUT Street,
10 7 fmwém PHILADELPHIA.

MALT LIQUORS.
PHILADELPHIA AGENCY.
Abbey & Holyrood Breweries.
Wm. Younger & Co., Edinburgh.
ESTABLISHED 1749.
We are now prepared to fill orders from the trade for
Bottled Ale and Porter
From the above celebrated Breweries.
POWELL & WEST,
No. 28 South FRONT Street,
Sole Agents for W. Younger & Co.
An invoice now landing ex-ship Amandus from Liverpool. 2 9 mwslm4p

STOLEN.
From the KENSINGTON NATIONAL BANK, on the night of the 2d of February, 1871, Fourteen Thousand Coupon 5-20s, Jan. and July, 1865:—

Nos. 191,169	191,194,	19,988
191,170	191,175	19,989
191,171	191,176	19,990
191,172	191,177	19,991
191,173	19,987	

Any information of above communicate to ISABELLA RUSSELL, No. 1529 S. FOURTH Street, or C. T. YERKES, Jr., & Co., No. 20 S. THIRD Street,
2 10 3t

JEWELRY AND SILVERWARE.
CARD.
In returning thanks to our friends for the immense increase of patronage bestowed the past year, we would respectfully inform them that, having largely increased our Stock, we are better prepared than at any previous year to meet the wants of our many customers.
During the coming season we will make our
Silver Department
Especially attractive, offering in
TEA SERVICES,
TABLE SILVER,
FANCY PIECES,
Many articles both unique and elegant in design and finish.
We have endeavored, in procuring our Stock of
Watches,
Diamonds,
Fancy Goods,
and Bijouterie
Of all descriptions, to suit the taste of the most fastidious, and meet the wants of the most careful buyers.
An inspection of our goods and store entails no obligation to purchase, but gives great pleasure to
ROBBINS, CLARK & BIDDLE,
No. 1124 CHESNUT Street,
2 11 smws4t4p PHILADELPHIA.

PIANOS.
GEORGE STECK & CO.'S
PIANOS,
GRAND, SQUARE AND UPRIGHT.
HAINES BROS.' PIANOS,
BRADBURY'S PIANOS,
MASON AND HAMLIN'S CABINET ORGANS,
An Elegant Stock at Greatly Reduced Prices.
GOULD & FISCHER,
No. 923 CHESNUT Street.
No. 1018 ARCH Street.
J. E. GOULD.
WM. G. FISCHER. 1 17 tf4p

Steinway & Sons'
Grand Square and Upright Pianos.
Special attention is called to their new
Patent Upright Pianos,
With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.
CHARLES BLASIUS,
WAREROOMS,
No. 1006 CHESNUT STREET,
9 13 tfrp PHILADELPHIA.

ALBRECHT,
RIEKES & SCHMIDT,
Manufacturers of Grand and Square Piano Fortes, recommend their stock of first-class instruments. Every instrument is warranted and prices moderate.
2 4 6 WAREROOM, No. 610 ARCH Street.

FINANCIAL.
DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
American and Foreign Bankers,
DRAWS EXCHANGE ON LONDON AND PRINCIPAL CITIES OF EUROPE.
DEALERS IN
Government and Railroad Securities,
Drexel, Winthrop & Co., No. 18 Wall Street, New York. Drexel, Harjes & Co., No. 8 Rue Scribe, Paris.

LOST.
LOST.—NOTICE.—APPLICATION HAS BEEN made to the ST. NICHOLAS OIL COMPANY for the renewal of the following lost certificates of stock in said company, viz.:—
Certificate No. 1345, for 500 shares, and
Certificates Nos. 1346, 1347, 1348, 1349, and 1350, each for 100 shares,
All in the name of the undersigned, and dated April 20, 1866.
2 13m4t* WILLIAM P. JOHNSON.

THE PUBLIC BUILDINGS QUESTION.

To the Editor of The Evening Telegraph.

We have seldom read a greater amount of simple twaddle than is contained in the protest addressed to the Commissioners of Public Buildings against the erection of buildings at the intersection of Broad and Market streets. Many of the signers of this paper are among our most respectable citizens; but, if they read this remarkable document before affixing their signatures, and coincided in all its fearful statements, their reputation for common sense will be greatly impaired. The idea that the erection of handsome buildings at the intersection will have the effect of driving travel from both Broad and Market streets for a "generation," and of "retarding, perhaps forever" (though we can scarcely see how anything can be *retarded forever*) "the development of that splendid avenue" (Broad street) is positively ludicrous. The public buildings, in their new location, with their *widened* avenues around them, instead of "obstructing" would *invite* travel, and would do more for the improvement of Broad street than anything yet attempted.

But, if our memory serves us, some of the signers of this flaming protest are the very persons who applied to the Supreme Court for an injunction to prevent the erection of buildings on Penn Square at all, on the remarkable ground that it was unconstitutional so to do, although it was notoriously a matter of history that William Penn himself intended Penn Square for just such a purpose.

They harassed the Building Commission with legal proceedings intended to overturn altogether the designs of the Commissioners, and now, when defeated by the decision of the Supreme Court, have the effrontery to write a letter of advice to the same Commissioners to "impress upon them the necessity of reconsidering their action!" And, in the face of the fact that the "argument" of the Washington Square advocates was directed mainly against the intersection, and that huge posters were everywhere displayed showing Broad and Market streets as hopelessly blocked up, this letter of advice coolly tells the Commissioners that if it had been known that the buildings would be erected at the intersection the vote of the people would have been different, and that the result would have probably been "in favor of Washington Square." Here our colored brother begins to peep from under the wood pile, and we see that this letter is but another device of the disappointed but untiring partisans of the rival locality, and that our venerable but deluded townsmen's signatures are used for this ulterior purpose.

The Commissioners, however, will scarcely be frightened by this protest. Eminently respectable citizens of our Little Pedlington have a way of protesting against public improvements. We have not forgotten that names of highest weight and influence were attached to a protest against the introduction of gas into Philadelphia; while, comparatively lately, the same misguided fogies protested against passenger railroads on our principal streets, and predicted the certain ruin of Chesnut street if a track should be laid therein. We are happy to know that many of these gentlemen have lived to see and acknowledge their mistake. These signers will probably live to see and acknowledge theirs. When the buildings are erected, according to the plans determined on, people will wonder how they could ever have made such an absurd opposition.

E. W. C.

FROM PERU.

The United States Squadron in the South Pacific.

From Our Own Correspondent.

CALLAO, Jan. 22, 1871.

The United States steamer Resaca, Commander Green, left this port on the 10th instant for Panama, under steam, to assist the surveying expedition in their explorations for a canal route across the isthmus. Commander Thomas H. Eastman, who was recently relieved from the command of the gunboat Nyack, was sent as a passenger under charges for trial by court-martial upon his arrival in the United States. The charges are of a very serious character.

The United States sloop-of-war Jamestown, 16 guns, Commander W. T. Truxton, which has been so long expected from the North Pacific, got in on the 17th instant from Honolulu via Tahiti, forty-three days from the latter place. Reports having had excellent weather, but was obliged to go as far south as 42 deg., where it was quite cold; all well. Commander Gherardi, of Philadelphia, who had been waiting here several months, relieved Commander Truxton immediately, and the latter will go north in the next steamer. It is generally understood here that Commander Truxton was relieved of his command on account of the assault he ordered on the American Consulate in Honolulu last September. Surgeon J. E. Gillespie, who is also a Pennsylvanian (from Chester county), has been detached from the store-ship Onward, and will go north to-day on sick leave.

The Ossipee, late of the North Squadron, is due from San Francisco in February, also the Mohican from Guayaqui. The veteran Commodore McDougall will then transfer his flag from the Jamestown to the Ossipee, and make a tour of the coast. The Jamestown was to have gone south at once, but she is in such bad condition that it was found necessary to put her in the dry-dock, and it is possible that she will be condemned by survey and sent to San Francisco for new decks, spars, etc. She has been in commission only about two years, but has done very hard service.

LIVERPOOL AND CALLAO.

The Royal Mail steamer Araucagan, iron hull and brig-rig, came in from Liverpool, via Valparaiso, on the 20th. She has a full cargo. This line, the longest perhaps in the world, is regarded as a great success.

POLITICAL AND INDUSTRIAL.

At Lima and in the interior all is quiet. As no revolutionary symptoms occurred during the late absence of President Balta at the railroad celebration in Arequipa, it is believed that a long period of peace and prosperity is before "las Peruanas." The railroad mania seems to gather strength, and new routes are constantly being projected.

MUSICAL, ETC.

Carlotta Patti, now due from Valparaiso, is the musical sensation. A French opera is performing in Lima, and a Spanish troupe alternates between Lima and Callao.

H. M. S. Chanticleer is still in port, and the Zealous, flagship of the British fleet, will be due from the south coast next month.

X.

MUSICAL AND DRAMATIC.

The City Amusements.

AT THE WALNUT the present week will be devoted to benefit performances, which we hope will receive a proper amount of attention from the public.

The annual benefit of Mr. T. J. Hemphill, the business manager, will take place this evening, when Tom Taylor's comedy of *Still Waters Run Deep* and Boucicault's drama of *Jessie Brown* will be presented. Mr. Hemphill is an able and efficient manager, and the prosperous condition of the Walnut is an evidence of his ability in catering for the public. During the present season he has presented a number of first-class attractions, which have crowded the theatre with audiences composed of the fashion and intelligence of Philadelphia, and as a recognition of his services there should be a full attendance this evening, especially as the bill for the occasion is an excellent one.

The other benefits will be as follows:—To-morrow evening, Mr. W. H. Bailey; on Wednesday, Mr. Lewis Morrison; on Thursday, Mr. C. W. Bradshaw; and on Friday, Mrs. Charles Walcot. Each of these actors presents an excellent bill, which will merit the regards of the public.

AT THE CHESNUT the spectacular drama of *The Old Man of the Mountain* was very successful last week, crowded audiences being in attendance every evening. It will be repeated until further notice.

On Wednesday there will be a matinee performance for the benefit of the Holland testimonial fund, when *The Honeymoon* and *The Loan of a Lover* will be represented. We hope that the public will cordially aid in making this affair a brilliant success.

On Friday evening Mr. Joseph C. Foster, the author of *The Old Man of the Mountain*, will have a benefit.

AT THE ARCH *Sinbad the Sailor* will be performed this evening.

AT THE MUSEUM, Ninth and Arch streets, a new comedy by E. B. Weisharr, of this city, entitled *Cle-Cle*, will be produced this evening.

AT THE ASSEMBLY BUILDING the wonderful two-headed girl and the other living curiosities will be on exhibition every afternoon and evening during the present week.

AT THE AMERICAN a number of novelties are announced for this evening's performance.

THEODORE THOMAS and his grand orchestra, assisted by Miss Anna Mehlig, will give two grand concerts at the Academy of Music on Wednesday and Thursday evenings next. In consequence of the great demand for tickets for these entertainments, it has been determined to sell reserved seats in the family circle. It may not be amiss to state that for hearing orchestral music these seats are really the best in the house, although they are not so fashionable as those in the lower tiers.

THE ANNUAL BALL of the Americus Club will come off at the Academy of Music this evening. The gentlemen having charge of this affair have been making great exertions, and this ball promises to be one of the most enjoyable of the season.

THE MÆNNERCHOR annual *bal masque* will take place to-morrow evening at the Academy of Music. The ball will open with a grand spectacular procession, which will present a great number of new and interesting features, and the whole affair will probably surpass any of the brilliant entertainments given by the Mænnerchor in former years. One-half of the proceeds will be devoted to the relief of the sufferers of the Franco-German war.

CITY ITEMS.

CORSETS. CORSETS.
CORSETS. CORSETS.

PRICES REDUCED.
PRICES REDUCED.

THE LADIES' OPPORTUNITY.
THE LADIES' OPPORTUNITY.

50 CENTS GOOD HAND-MADE CORSETS.
70 CENTS SUPERIOR NEW CORSET.
85 CENTS FINELY-TRIMMED CORSET.
85 CENTS SPLENDID WOVEN CORSET.
$1 00 SUPERIOR WOVEN CORSET.
$1 00 SUPERIOR PATENT CIRCULAR GORE CORSET.

THE ONE DOLLAR Patent Circular Gore Corset, now having a marked success, is well shaped and made up in a superior manner. It is the ladies' favorite. To secure increased patronage Mr. Finn is presenting a splendid line of Corsets at figures far below usual rates.

Also, full lines of finer goods at moderate prices.

JOHN M. FINN,
S. E. corner Arch and Seventh streets.

BURNETT'S KALLISTON—The best cosmetic.

NO MORE MERCURY FOR ME!—"Put them in the fire, my dear," was the advice of Mrs. Macarthy to her son, a bilious and dyspeptic youth who had just brought home *another* box of blue pills. "But what am I to take, then, mother?" said he. "Get a bottle of PLANTATION BITTERS," she replied; "I'll guarantee it does you good." He did so; and then another and another. With the third bottle all his unpleasant symptoms vanished. In a letter to a young friend he relates this anecdote, and winds up with "No more mercury for me!"

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

GREEN GUM PLASTERS,

THE ONLY ONES which effectually will CURE CORNS and BUNIONS, are manufactured by

G. KRAUSE, Apothecary,
N. W. cor. Twelfth and Chesnut Streets.

SEA MOSS FARINE from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc. etc. The cheapest, healthiest, and most delicious food in the world.

BEDDING, best in the city, lowest price, and guaranteed, by ALBERTSON & Co., No. 1435 Chesnut street.

BURNETT'S COCOAINE—A perfect hair-dressing.

MARRIED.

ANGIER—BUNTING.—On September 19th, 1870, by Alderman Peter Hay, Mr. JAMES W. ANGIER, of Clinton, New York, to LAURA BUNTING, of Darby, Pa.

PETERSON—CANNELL.—On Wednesday, February 8th, at All Saints' Church, Lower Dublin, by the Rev. F. W. Beasley, D. D., assisted by the Rev. Dr. Weld, T. HOWARD PETERSON to MARY, daughter of S. W. Cannell.

RAFFERTY—MCALISTER.—On the 9th instant, at St. Augustine's, by the Pastor, Rev. Father Peter Crane, JOHN RAFFERTY to KATE MCALISTER.

BIRTH.

ROSA.—On the 28th January, at Warwick Crescent, London, England, Madame Parepa, wife of Carl Rosa, of a son—stillborn.

DIED.

BOOZAR.—On Sunday, 12th instant, Mrs. MARY ANN BOOZAR, aged 63 years.

Her relatives and friends are respectfully invited to attend the funeral, from her late residence, No. 22 Penn street, Burlington, New Jersey, on Wednesday, the 15th instant, at 2 o'clock, without further notice.

CARR.—On the evening of the 11th instant, HELEN V., daughter of Jesse W. and Charlotte E. Carr, aged 16 years.

The relatives and friends of the family are invited to attend her funeral, from her parents' residence, No. 1246 North Broad street, on Tuesday, the 14th instant, at 2 o'clock. To proceed to Laurel Hill.

BUNTING.—At Roxboro, on the 12th instant, EVA, infant daughter of Dr. Ross K. and Belle H. Bunting.

ERVIN.—On the 12th instant, at Kaighn's Point, N. J., THOMAS ADAMS ERVIN, only son of Robert and Agnes Ervin, aged 19 years.

The relatives and friends of the family are respectfully invited to attend his funeral, from the parents' residence, No. 224 Kaighn's Point avenue, on Wednesday morning, at 10 o'clock, to cross at South street and proceed to the Mariners' Bethel, Penn and Bainbridge streets, for services by 11½ o'clock. Interment at Odd Fellows' Cemetery.

MEGEE.—On Sunday evening, the 12th instant, after a lingering illness, JOHN H. MEGEE, aged 36 years.

The relatives and male friends of the family, also Lodge No. 3, A. Y. M., are respectfully invited to attend the funeral, from his late residence, No. 864 North Eighth street, on Thursday, at 2 o'clock. To proceed to Monument Cemetery.

Lock Haven papers please copy.

MESSCHERT.—On Wednesday, the 8th instant, at his country seat, near Douglassville, Berks county, Pennsylvania, HUIZINGA MESSCHERT, in his 63d year.

His relatives and friends are respectfully invited to attend his funeral, from Dr. James Kitchen's, No. 715 Spruce street, on Tuesday morning, the 14th inst., at 11 o'clock, without further invitation. The funeral will proceed to Ronaldson's Cemetery.

WOLF.—On the 12th instant, Mr. GEORGE WOLF, in the 44th year of his age.

The relatives and friends of the family, also the Philadelphia Butchers' Beneficial Society, and the Wabash Lodge, No. 20, U. O. P. M., are respectfully invited to attend the funeral, from his late residence, No. 1318 Mascher street, on Wednesday afternoon, the 12th instant, at 1½ o'clock. To proceed to Odd Fellows' Cemetery.

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

STYLISH,
SUBSTANTIAL, } GARMENTS.
SUITABLE,

AT

JOHN

WANAMAKER'S,

818 AND 820 CHESNUT STREET.

OFFICE OF THE PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD COMPANY.

PHILADELPHIA, Feb. 13, 1871.

The Board of Managers have declared a dividend of THREE PER CENT. on the Capital Stock, payable, clear of tax, at the Office of this Company, No. 12 Philadelphia Exchange, on and after the 15th of March next. The transfer books will be closed on the 20th inst., and remain closed until the 14th of March.

A. E. DOUGHERTY,
2 13 m 5t Treasurer.

AMERICAN ACADEMY OF MUSIC.

REV. HENRY WARD BEECHER
Will deliver his new and popular lecture,
HAPPINESS,
TUESDAY EVENING, Feb. 21, 1871.

Tickets 50c.; Family circle 25c.; Reserved seats 25c. extra, for sale at F. A. North & Co.'s, No. 1026 Chesnut street, on and after Thursday, the 16th instant. 2 11 smw

ACADEMY OF MUSIC.—JOHN B. GOUGH, Feb. 24.

Cards of admission, 50 cents. May now be had of J. C. Garrigues & Co., No. 608 Arch street, or of Temperance Associations and Sunday-school Superintendents throughout the city. Sale of Reserved Seats begins Monday, Feb. 20. 1t

FINE BOOTS AND SHOES FOR GENTLEMEN,
Made on improved lasts. Beauty, Comfort, Durability.
BARTLETT,
1t No. 33 South SIXTH Street, above Chesnut.

GRACE CHURCH, TWELFTH AND CHERRY.—The closing Tuesday afternoon service of the Ante-Lenten Course will be held in this church to-morrow afternoon, from 4 to 5 o'clock.

AN OBJECT FOR OBSERVATION—HELFENSTEIN & LEWIS' Printing House, FIFTH and CHESNUT. 1t

FOR SALE.

FOR SALE,

A NEW AND ELEGANT

BROWN STONE RESIDENCE,

East Side of Logan Square,

Three Doors above Sumner St.,

Replete with all modern conveniences,

WILL BE SOLD ON ACCOMMODATING TERMS.

POSSESSION AT ONCE. CAN BE SEEN AT ANY HOUR OF THE DAY. 2 11 tf

ELEGANT STORE FIXTURES,

With Marble Counters, Large Fire-proof, Desk, Letter Press, etc., will be sold cheap for cash or good trade.

No. 836 CHESNUT STREET, UNDER THE CONTINENTAL. 12 15 tf

REAL ESTATE WANTED.

WANTED,

A STORE,

On Chesnut or Eighth Street.

ADDRESS, STATING PRICE, LOCATION, AND FULL PARTICULARS,

"F. B. K."

2 6 EVENING TELEGRAPH OFFICE.

WANTED TO PURCHASE,

Desirable Real Estate,

WITHIN ONE MILE OF BROAD AND CHESNUT STREETS,

Payable in good and available trade, and partly in cash. Address
2 4 tf "Box 1734, Philadelphia Post Office."

MARBLE WORKS.

H. S. TARR & SON'S

MANUFACTORY OF

Carved and Ornamental Marble Work,

GREEN Street, above Seventh,

1 30 3m PHILADELPHIA.

FINANCIAL.

NEW 7'30 GOLD LOAN

OF THE

NORTHERN PACIFIC RAILROAD CO.,

SECURED BY FIRST MORTGAGE ON RAILROAD AND LAND GRANT.

SAFE! PROFITABLE! PERMANENT!

We offer for sale at par and accrued interest the First Mortgage Land Grant Gold Bonds of the Northern Pacific Railroad Company. They are free from United States tax, and are issued of the following denominations:—Coupons, $100, $500, and $1000; Registered, $100, $500, $1000, $5000, and $10,000.

With the same entire confidence which Jay Cooke & Co. commended Government bonds to Capitalists and People, they now, after the fullest investigation, recommend these Northern Pacific Railroad Seven-Thirties to their friends and the general public.

GOLD PAYMENT.—Both principal and interest are payable in gold—the principal at the end of 30 years, and the interest (at the rate of Seven and Three-Tenths per cent. per annum) half-yearly, first of January and July.

PERFECT SAFETY.—The bonds we are now selling are secured by a first and only mortgage on all the property and rights of the Northern Pacific Railroad Company, which will embrace on the completion of the work:—

1. Over two thousand miles of road, with rolling stock, buildings, and all other equipments.

2. Over twenty-two thousand acres of land to every mile of finished road. This land, agricultural, timbered, and mineral, amounting in all to more than fifty million acres, consists of alternate sections, reaching twenty to forty miles on each side of the track, and extending in a broad fertile belt from Wisconsin through the richest portions of Minnesota, Dakotah, Montana, Idaho, Oregon, and Washington to Puget Sound.

While the Government does not directly guarantee the bonds of the Road, it thus amply provides for their full and prompt payment by an unreserved grant of land, the most valuable ever conferred upon a great national improvement.

THE MORTGAGE.—The Trustees under the Mortgage are Messrs. Jay Cooke, of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company.

PROFITABLENESS.—United States 5-20s at their average premium yield the present purchaser less than 5⅝ per cent. gold interest. Should they be redeemed in five years, and specie payments be resumed, they would really pay only 4¾ per cent., or if in three years, only 3½ per cent., as the present premium would meanwhile be sunk.

$1100 currency invested now in United States $5-20s will yield per year in gold, say $62. $1100 currency invested now in Northern Pacific 7-30s will yield per year in gold, $80 80. Here is a difference *in annual income* of nearly *one-third*, besides a difference of 7 to 10 per cent. in principal, when both classes of bonds are redeemed.

RECEIVABLE FOR LANDS.—These bonds will be at all times receivable at 110, in payment for the Company's lands, at their lowest cash price.

JAY COOKE & CO.,

FISCAL AGENTS NORTHERN PACIFIC R. R. CO.

For sale in Philadelphia by

Bowen & Fox,
13 MERCHANTS' EXCHANGE.

Clendening, Davis & Co.,
No. 48 S. THIRD Street.

Townsend Whelen & Co.,
No. 309 WALNUT Street.

D. C. Wharton Smith & Co.,
No. 121 South THIRD Street.

Barker Bros. & Co.,
No. 28 South THIRD Street.

William Painter & Co.,
No. 36 South THIRD Street.

T. A. Biddle & Co.,
No. 326 WALNUT Street.

Chas. T. Yerkes, Jr., & Co.,
No. 20 South THIRD Street.

Bull & North,
No. 131 South THIRD Street.

Sterling & Co.,
No. 110 South THIRD Street.

P. S. Peterson & Co.,
No. 39 South THIRD Street.

B. K. Jamison & Co.,
N. W. cor. THIRD and CHESNUT.

Emory, Benson & Co.,
No. 6 South THIRD Street.

Narr & Lardner,
No. 30 South THIRD Street.

John E. Rushton & Co.,
No. 50 South THIRD Street.

Wallace & Keene,
No. 148 South THIRD Street.

George J. Boyd,
No. 18 South THIRD Street.

H. H. Wiltbank,
No. 305 WALNUT Street.

J. H. Trotter,
No. 322 WALNUT Street.

S. M. Palmer & Co.,
No. 26 South THIRD Street.

John K. Wildman,
No. 26 South THIRD Street.

Bioren & Co.,
No. 150 South THIRD Street.

W. T. Elbert,
No. 321 WALNUT Street.

Charles B. Keen,
No. 325 WALNUT Street.

D. M. Robinson & Co.,
No. 133 South THIRD Street.

Wm. C. Morgan & Co.,
No. 23 South THIRD Street.

Samuel Work,
No. 54 South THIRD Street.

Raley & Wilson,
No. 41 South THIRD Street.

C. & W. Y. Heberton,
No. 52 S. THIRD Street.

James E. Lewars & Co.,
No. 29 S. THIRD Street.

Jacob E. Ridgeway,
1 26 No. 56 S. THIRD Street.

INSURANCE.

TWENTY-THIRD ANNUAL REPORT

OF THE

PENN MUTUAL

Life Insurance Company,

OFFICE, No. 921 CHESNUT STREET,

PHILADELPHIA.

RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1870.

For Premiums and Interest		$1,209,743 50
Losses during the year	$297,200 00	
Purchase of Policies, Commissions, Taxes, etc. etc.	211,155 86	508,355 86
Net surplus for the year		$701,393 74

ASSETS OF THE COMPANY LIABLE FOR LOSSES.

Invested in United States Stocks, Philadelphia City Loan, Pennsylvania Railroad Loan, Bank Stocks, etc.	$886,503 54
Bonds and Mortgages, first liens on property worth double the amount, Ground Rents, Company's Office, etc.	2,671,792 34
	$3,558,295 88
Market value December 31, 1870	$3,651,291 68

The Board of Trustees has resolved to divide the net surplus among the holders of policies in force on the 31st ultimo on the Contribution plan, applicable to the reduction of premiums, or premium notes, when the next annual payment falls due, and has decided to receive the Scrip Dividends of the year 1868 in payment at the same time.

TRUSTEES.

Samuel E. Stokes,	John G. Brenner,
Henry C. Townsend,	Benjamin Coates,
Thomas W. Davis,	Richard S. Newbold,
Joseph M. F. Price,	James B. McFarland,
Samuel A. Bispham,	William P. Hacker,
Henry C. Howell,	Joseph H. Trotter,
Edmund A. Souder,	William H. Kern,
Rodolphus Kent,	James Euston,
Samuel J. Christian,	Edward M. Needles,
James C. Pease,	Elwood Johnson,
Warner M. Basin,	James Long,
Frederic A. Hoyt,	John G. Reppliter,
Anthony J. Drexel,	George H. Stuart,

William C. Houston.

OFFICERS.

SAMUEL C. HUEY, President.
SAMUEL E. STOKES, Vice-President.
JOHN W. HORNOR, Actuary.
HORATIO STEPHENS, Secretary.
BENJ. KENDALL, Assistant Actuary.
HENRY AUSTIN, Assistant Secretary.

HENRY C. TOWNSEND, Solicitor.

MEDICAL EXAMINERS.

EDW. HARTSHORNE, M. D., No. 1419 WALNUT Street
EDWARD A. PAGE, M. D., No. 1415 WALNUT Street.

In attendance at the Office of the Company from 1 to 3 P. M. daily. 2-3 6 9 11 13

Union Mutual Insurance Company

OF PHILADELPHIA.

INCORPORATED 1804.

Fire, Marine, and Inland Insurance.

Office N. E. Cor THIRD and WALNUT

LOSSES PAID SINCE FORMATION,

$7,000,000.

ASSETS OF THE COMPANY, JANUARY 1, 1871,

$255,397'89.

RICHARD S. SMITH, President.
JOHN MOSS, Secretary. 2 13 5

WATCHES, JEWELRY, ETC.

THE

NEW YORK WATCH COMPANY'S

WATCHES,

(Factory, Springfield, Mass.

In presenting their Watches to the American public, we do so with the knowledge that in point of finish and time-keeping qualities they are superior for the price to any Watch made in this country.

For sale by

ALEX. R. HARPER,

Successor to John M. Harper,

No. 308 CHESNUT STREET,

SECOND STORY, 12 2 2mrp

Salesroom of the American Watch.

Established in 1854.

WATCHES.

EVERGOING
STEM-WINDERS,
KEY-WINDERS,
QUARTER SECONDS,
MINUTE REPEATERS,
ETC. ETC. ETC.

C. & A. PEQUIGNOT,

608 CHESNUT STREET,

9 1 PHILADELPHIA.

HENRY HARPER & CO.,

No. 520 ARCH Street,

ARE SELLING AT COST, PREVIOUS TO REMOVING TO NO. 722 CHESNUT STREET,

FINE WATCHES,
OPERA AND LEONTINE CHAINS,
DIAMOND RINGS,
JEWELRY,
FANCY SILVERWARE,
AND SILVER-PLATED WARE.

2 8 wsmrp 6t

OPTICIANS.

SPECTACLES.

MICROSCOPES, TELESCOPES, THERMOMETERS, MATHEMATICAL, SURVEYING, PHILOSOPHICAL AND DRAWING INSTRUMENTS

AT REDUCED PRICES.

JAMES W. QUEEN & CO.,

7 30 mwf 4p No. 924 CHESNUT Street, Philada.

HATS.

WILLIAM H. OAKFORD,

HATTER,

No. 913 CHESNUT STREET.

Patronage respectfully solicited. 1 3 fmw12t

H. Y. LAUDERBACH'S ACADEMY,

ASSEMBLY BUILDINGS,

A Primary, Preparatory, and Finishing School. Address Principal, No. 108 S. TENTH St. 2 11 1m

GAS FIXTURES.

CORNELIUS & SONS,

MANUFACTURERS

OF

GAS FIXTURES

Wholesale and Retail

Salesrooms,

No. 821 CHERRY Street

PHILADELPHIA.

We have no store or salesroom on Chesnut street.

1 16 2m5p CORNELIUS & SONS

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust and Safe Deposit Company

OF PHILADELPHIA

IN THEIR

New Marble Fire-proof Building,

Nos. 329-331 CHESNUT Street.

Capital subscribed, $1,000,000; paid, $600,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

DIRECTORS.

N. B. Browne,	Alexander Henry,
Clarence H. Clark,	Stephen A. Caldwell,
John Welsh,	George F. Tyler,
Charles Macalester,	Henry C. Gibson,
Edward W. Clark,	J. Gillingham Fell.

Henry Pratt McKean. [5 13 fmw6

THE PHILADELPHIA TRUST, SAFE DEPOSIT AND INSURANCE COMPANY,

OFFICE AND BURGLAR-PROOF VAULTS IN THE PHILADELPHIA BANK BUILDING, No. 421 CHESNUT STREET.

CAPITAL, $500,000.

FOR SAFE-KEEPING of GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELRY, and other VALUABLES, under special guarantee, at the lowest rates.

The Company also offer for Rent, at rates varying from $15 to $75 per annum, the renter holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute SECURITY against FIRE, THEFT, BURGLARY, and ACCIDENT.

All fiduciary obligations, such as TRUSTS, GUARDIANSHIPS, EXECUTORSHIPS, etc., will be undertaken and faithfully discharged.

Circulars, giving full details, forwarded on application.

DIRECTORS.

Thomas Robins,	Benjamin B. Comegys,
Lewis R. Ashhurst,	Augustus Heaton,
J. Livingston Erringer,	F. Ratchford Starr,
R. P. McCullagh,	Daniel Haddock, Jr.,
Edwin M. Lewis,	Edward Y. Townsend,
James L. Claghorn,	John D. Taylor,

Hon. William A. Porter.

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Vice-President—J. LIVINGSTON ERRINGER.
Secretary and Treasurer—R. P. McCULLAGH.
Solicitor—RICHARD L. ASHHURST. 2 3 fmw6

LOOKING GLASSES, ETC.

FOR

LOOKING-GLASSES,

RELIABLE AND CHEAP.

JAMES S. EARLE & SONS,

No. 816 CHESNUT STREET.

CARRIAGES.

ESTABLISHED 1853.

JOSEPH BECKHAUS,

No. 1204 FRANKFORD Avenue,

ABOVE GIRARD AVENUE,

Manufacturer of exclusively FIRST-CLASS

CARRIAGES.

NEWEST STYLES.

Clarences, Landaus, Landaulettes, Close Coaches, Shifting qr. Coaches, Coupes, Barouches, Phætons, Rockaways, Etc., SUITABLE FOR PRIVATE FAMILY and PUBLIC USE. Workmanship and finish second to none in the country.

Fine and varied stock on hand—completed and in the works. Orders receive prompt and personal attention. All work warranted. 12 21 3mrp

COAL.

$7'50 FOR SCHUYLKILL STOVE COAL, per long ton, delivered.

$7'25 FOR SCHUYLKILL FURNACE COAL, per long ton, delivered.

$6'25 FOR SCHUYLKILL NUT COAL, per long ton, delivered.

EASTWICK & BRO., OFFICE NO. 228 DOCK Street. Coal Yard, No. 2200 WASHINGTON Avenue. 2 9

SNOWDEN & RAU'S COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 1 13

COTTON.—MIDDLING FAIR AND MIDDLING Gulfs, Alabama and Uplands, samples, clean stain, etc., for sale by

WILLIAM M. GREINER,
1 20 2m No. 109 CHESNUT Street.

THE EMPEROR OF CHINA.

From Appleton's Journal.

At the great exposition,
At Paris held in eighteen sixty-seven,
Miscalled the world's, because the world was there,
To spend its cash called spare,
But not to profit by the fair,
Given by fair France to better her condition,
By bringing to her dough some foreign leaven
To make it rise, alas! to fall again,
And turn her *pain* to pain—
Two monarchs came,
The very first in European fame:
One was the Prussian William, gray and tall;
The other, Alexander,
The Russian Czar, himself not very small—
The man who tried to imitate Leander,
And swim the Hellespont—without the drowning—
And yet will do't, in spite of England's frowning.

Well, these two monarchs greatly liked each other;
They called each other brother;
They wandered through the streets and avenues,
And smaller *rues*,
And boulevards, and Champ de Mars,
Without a single aide-de-camp or servant,
Of every little whim to be observant,
Alone, and quite unknown—
In short, incog.
Que sais-je what they sought? Perhaps 'twas prog.
Peculiar prog, the taste of frog,
Or steak of horse,
To know what sort of meats the French would feed on,
When William should come back with armed force—
A little plan, perhaps, they then agreed on;
Perhaps to study
The natural history of man—and woman
(A science very human),
And see grisettes, the ruddy,
In pretty little caps,
Which they don't doff, *on dit*, when taking naps.

So it fell out, one day,
The monarchs had been asked by Nap to dine,
To taste imperial wine,
Entirely *sans facon*, no sort of party,
But just to eat and drink, and have a hearty
Laugh at the world's expense—a royal time;
Surely, that's no great crime,
For kings and emperors must be very serious—
They must not laugh in public, nor appear
Otherwise than imperial and imperious,
For very fear
That other folks will think that they are men,
And pry into their titles now and then.

Well, on this day, when they were asked to dine,
And to do so "did seriously incline,"
They found themselves far distant from the spot—
The streets quite dusty, and the weather hot—
When, looking at his watch, the king cried out:—
"Why, what are we about?
We dine at seven, and now 'tis half-past six;
We're surely in a fix!
Here are we now, a mile across the Seine,
About the Latin Quarter,
While in the Tuileries the best champagne
Is in iced water."
"And then, besides, far worse betides,"
Said Alexander—"we don't know the way.
And not a carriage or a cabriolet,
Quatre places ou deux, appears in sight.
Was ever such a plight?"
"No matter," said King William; "let us try
To learn the way from some kind passer-by."
And so, accosting a good-looking man,
He said, "Monsieur, pray tell me, if you can—
And if you please—
The nearest way to reach the Tuileries."
"*Mais certainement*"—the Frenchman bowed quite double—
"I can with little trouble;
I go myself to dine at Les Trois Freres,
And pass the palace on my journey there;
So go with me." And, thanking him, they went—
Conductor Heaven-sent—
By cross-streets and short cuts the nearest way,
Until at length they came upon the *quai*.
Thus, travelling fast and far,
They crossed the river by the Pont des Arts,
And stood before the palace-portal wide;
And then their guide,
Waving his hand with graceful courtesy,
Outspoke:—"*Messieurs, voici*
Les Tuileries; and now, if I may ask,
As guiding you has been a pleasant task,
And as you seem to Paris come from far,
Pray tell me who you are."
The Emperor raised his hat and bowed,
As if to say, "You do me proud,"
And said:—"I am the Emperor of Russia, sir!"
The King raised his,
And, with unaltered phiz,
Replied:—"And I the King of Prussia, sir!"

And here, no doubt, the matter would have ended,
But that the kind Parisian seemed offended
At what to him was a discourteous joke.
Then Alexander spoke:
"Pray tell us too your name, the name of one
Who for our sakes this courteous deed has done."

The Frenchman took his hat entirely off,
And, with a shrug that had a spice of scoff,
Shaking his head, he simply said:
"I am the Emperor of China, sirs!
How strangely it occurs
That such great men should, now and then,
Each other meet in Paris, as we do!
Two emperors and a German king—*parbleu! Parbleu! Messieurs!! Adieu!!!*
And, bowing low, he left them lost in wonder,
And then to fear that they had made a blunder;
But, when at last they saw his true intent,
The king said, "*Sapperment!*"
And Alexander swore a Russian oath,
Quite strong enough for both.
Then each laughed roaringly, and held his side;
They laughed until they cried,
And thus were hardly able
To tell the story at Napoleon's table.

They had a jolly time, and many toasts—
"The Fair," "La France," and "their imperial hosts;"
But many a bumper quaffed each royal diner
To "Hip! hurrah! The Emperor of China!"

HENRI DE COISSY.

—On Saturday Mr. Fagin, who is engaged as engineer of Fairchild's mill, about three miles from Jacksonville, Ga., left his home for Jacksonville early in the day, and on his return found his wife's sister, Miss Rosalie Carlin, and his two children, aged six and four years, respectively, with their heads chopped to pieces with an axe, which had been left sticking in the skull of the youngest child. Two gold watches and $200 in gold had been taken.

PARIS BEFORE THE FALL.

The Riots—Capture of Mazas and Delivery of Flourens—A Sullied Page in the History of the Siege.

The Paris correspondence of the *Pall Mall Gazette*, dated January 23, supplies the most coherent account of the capture of Mazas, and the subsequent disturbances. It runs thus:—"The capture of Mazas by the gentlemen of the commune will not rival the taking of the Bastile. This morning we have the whole account of the affair from an eye-witness, who relates how the Governor of the prison, on hearing of the arrival of the rioters, and that three delegates desired to speak with him, finally went out to parley with the multitude, which demanded the release of Gustave Flourens. While the Governor was parleying, much to the disgust of the captain of the National Guards who commanded the garrison and desired to resist, one of the insurgents quietly took the keys out of the concierge's room and opened the large gates. The Commune immediately rushed in, and M. Bayet, the Governor, politely pointed out the room where Flourens was confined. The door was opened, and the celebrated major, dressed in full uniform, found himself in the arms of *les freres et amis*, who embraced him. Flourens, however, objected to leave Mazas before his fellow-prisoners had been liberated, and the obsequious Governor, candle in hand, lighted the way to the cells where Leo Melliet, Bauer, and other political prisoners were incarcerated. When these worthies had been set free, the Commune returned in triumph to Belleville, and no doubt celebrated its successful raid in the usual manner. Work of a more serious nature took place at the Hotel de Ville, which fortunately was prepared for an attack. About 1 o'clock a couple of hundred rioters, most of them in the uniform of the National Guard, came along the Rue de Rivoli, loaded their muskets, and marched up to the Hotel de Ville. One of the gates opened, and a dozen Mobile Guards made their appearance; both parties brought their weapons up to their shoulders, but a sudden panic seized on the rioters, and they fled in company with some spectators, who began to think matters were looking more serious. The fugitives rallied near the Bridge of Notre Dame, and returning to the Rue de Rivoli, fell into line on the pavement, crying 'Vive la Commune! A bas les Bretons!' These misguided and determined men were addressed by an officer of the National Guard, and retired. It was hoped that the *emeute* was over, but about three o'clock another body of rioters made its appearance doming down the Rue du Temple, shouting 'A bas Trochu! Vive la Commune!' The men drew up in front of the Hotel de Ville, and endeavored to tear down the railings. Three Breton officers went out, and from behind the railing asked the rioters what they wanted. 'Will your men fire on the people?' said a man in the uniform of an officer of the National Guard. To this Colonel Vabre answered that his men would not fire while they were parleying. The men of the Commune were not so particular, for Colonel Vabre had hardly uttered these words when the rioters fired on him and his friends, and wounded one of the officers in three places. The Colonel and commandant tried to re-enter the Hotel de Ville, but could not open the door, and several shots were fired at them, which fortunately did not take effect. Happily, the Mobiles quartered in the Hotel de Ville opened fire from the windows, and soon threw the rioters into confusion; they beat a hasty retreat, but continued to keep up a fire on the Hotel de Ville from a distance, and behind corners, etc. After the firing had lasted half an hour, a white flag was exhibited on the Place de Greve, and an officer of the National Guard, with a yard of white calico at the end of his sword, implored both sides to cease firing. The *facade* of the Hotel de Ville had been pitted with bullets, and the hands of the clock, struck by a projectile, stood still at 3½ P. M. When the firing ceased, some 100 bodies strewed the ground, but most of them got up and ran away when the noise of musketry stopped. However, several men were killed, and among the slain was an officer, supposed to be the ex-Commandant Sappia, dismissed the service a couple of months ago. The dead were quickly removed, and sand was thrown over the pools of blood in the Place de Greve. When the battle was over, strong reinforcements arrived, and in a very short time Paris was swarming with troops, which had been called out for fear of another attempt being made to disturb the peace and unseat the Government. In the evening M. Jules Ferry, Maire of Paris, issued a circular to the other Maires and the commanders of districts, in which he said that some factious National Guards of the One Hundred and First Battalion had attempted to take the Hotel de Ville, which had been fired at from the opposite houses, occupied beforehand by the rebels. 'Bombs,' says the Maire, 'and explosive balls were fired at us. The aggression was of the most odious and cowardly description from beginning to end, as first of all a colonel and two officers were fired on when parleying, and afterwards, when we had ceased firing, muskets were discharged at us from the houses in front of the Hotel de Ville.' M. Jules Ferry regret that glorious and unhappy Paris should have been exposed to such an attack, which, 'as cowardly as it was foolish, has sullied so pure a page.'"

GERMAN REPUBLICANS.—German republicans probably watch with complacency the establishment of the empire. Their adversary has henceforth a single neck, and if at any time they are strong enough to change the form of government, their republic will be ready to their hands. The enemies of monarchy have lately concentrated their animosity on the King of Prussia, with the plausible pretext that he and his minister deliberately pursue a warlike policy with a view to the maintenance of military despotism. If the charge should prove to have any foundation, perseverance in the alleged system will arouse a formidable opposition. It is probable that a large part of the population of Germany already regards the prolongation of the campaign with disappointment and dissatisfaction, and it will be impossible to repeat the experiment of an equally popular war. Unless Russia were unwise enough to assail German feelings or interests, no opponent who could be selected would arouse a genuine spirit of national antagonism. The German Parliament will probably be independent enough to resist a warlike and aggressive policy. The middle classes who in Prussia struggled long and resolutely against the king's schemes of military organization will, as far as they are represented in the German Parliament, continue to urge the reduction of the army. The heir of the empire is believed to share their opinions; and, if the liberal party is defeated, the republicans may have a chance.

A SHABBY-GENTEEL MAN.

Colonel Frederick was son of that unhappy adventurer, Theodore, King of Corsica. He joined his father, who died in Soho in 1756, and supported himself as a teacher of languages—a not uncommon resource for poor gentlemen, and *emigres* in particular. In the miserable wreck of his fortunes, and through the agonies of deferred hope, he still preserved the great seal and regalia of Corsica. The Colonel in early life, as a needy gentleman, had been reading secretary to Frederick the Great, who treated him with that agreeable Prussian pride that bears so lightly on the unfortunate. The King always kept him standing while he read his foolish verses and literary essays to Voltaire and other guests seated at his table. Weary of this, the Colonel applied to his relation, the Duke of Wurtemberg, who offered him protection at his court. When the King of Prussia was informed of this, he said cruelly:—"And you may go; it is fit that one beggar should live with another."

He was once in such distress at the Court of Vienna, as to have gone two whole days without food. Pale and faint, on the third day he contrived to reach the house of a lady in attendance at the court, whose interest to advance his petition with the Emperor he had before tried to secure. Seeing too plainly from his weak voice and faltering, dejected manner, that he was ill, the woman's heart was touched; she instantly rang the bell, ordered the well-fed, blooming footman to bring in a dish of chocolate and some cakes; and when he was cheered and heartened up, listened to his request. In ambush behind that footman Cupid stole in on tip-toe; they fell in love with each other, and married. Their life was hard and painful; yet love and happiness brightened their poor lodgings. One of the sons, an elegant young man, became an officer in the British army, and was killed in the American war. One day, when the Colonel was with his father in the Bench, Sir John Stewart, a fellow-prisoner, invited Lady Jane Douglas and her child, the claimant in the great Douglas-Hamilton case; and King Theodore and his son were of the party. The feast culminated in a turkey. The prison walls fell flat as those of Jericho before the pleasant enchantment of a bottle or two of wine. When the party broke up the young Prince offered to see Lady Jane home to her obscure lodgings at Chelsea. A slight rain came on, and the young officer longed to call a coach, but he had no money, he knew, and he was afraid Lady Jane had none either; so, defiant of all suspicions of meanness and poverty, he undertook the child and trudged away. This son of a King suffered much of fortune, and the clouds grew darker and darker to the end. To this claimant of a crown creditors' faces were only too familiar. When Stanislaus, Prince Poniatowski, afterwards the last King of Poland, was here, the only companion of his long walks was Colonel Frederick. On one occasion the Prince, having some bills to discount in the city, and not getting the money that day, went for a walk round Islington, and returned to a dinner of rump steaks and porter at Dolly's chop house in Paternoster Row. After finishing a bottle of port, the *mauvais quart d'heure* came, as it will come, and the bill was brought. The Prince blandly approved and desired Frederick to pay.

"But I have no money."

"More have I; what are we to do?"

Frederick paused; telling the Prince to remain quiet, he ran out and pledged his watch, and discharged the reckoning.

Ceaselessly and cruelly fortune pelted the Colonel with her sleet and cutting rain. His lodgings in Northumberland street were burnt down, and he had to fly half nude to the house of Mr. Stirling, officiating coroner for Middlesex, who generously offered him a gratuitous asylum, where he resided for many years, reading the classics, and discussed the German generals of the day, according to his wont. The Colonel's life was one of blameless routine. He rose early, lighted his own fire, cleaned his own boots, then took a breakfast cooked by himself, and read the classics: then it was time for him to take his constitutional and visit his friends. At last fortune, tired of playing with her victim, struck a *coup de grace*. The old Colonel, beloved and respected by his friends, in a rash moment accepted two notes for a friend, "a trading justice." The man died before the notes became due, and the city people came down on the Colonel. He had no money; he dreaded disgrace and a jail; his old despondency preyed on him with a weight of madness. He thought of his favorite heroes in Tacitus and Plutarch, and resolved to die as they died. He borrowed a pistol of a friend, and shot himself one evening in the churchyard of St. Margaret, Westminster. Tormented by fortune to the last, died the son of the first and only King of Corsica.—*English Society.*

WATER-CLOCKS.—Bowls were used to measure time, from which water, drop by drop, was discharged through a small aperture. Such bowls were called water-clocks (*clepsydræ*). It was then observed how much water from such a bowl or cask, from sunrise till the shortest shadow, trickled down into another bowl placed beneath; and this time being the half of the whole solar day, was divided into six hours. Consequently, they took a sixth of the water which had trickled down, poured it into the upper bowl, and, this discharged, one hour had expired. But afterward a more convenient arrangement was made. They observed how high the water at each hour rose in the lower bowl, marked these points, and counted them, thus finding out how many hours there were till sunrise. With the Chinese, water-clocks, or clepsydras, are very old. They used a round vessel, filled with water, with a little hole in the bottom, which was placed upon another vessel. When the water in the upper vessel pressed down into the lower vessel, it subsided by degrees, announcing thereby the parts of time elapsed. The Babylonians are said to have used such instruments; from them the Greeks of Asia Minor got them, at the time of King Cyrus, about the year 550 before Christ. But the Romans did not get the first water-clock before the year 160 before Christ. But, though the hours of the clepsydra did not vary in length, they still counted them from the morning. When the clock with us strikes seven, the ancients counted one; when the clock with us strikes twelve, the ancients counted six, and so forth. This method of counting the hours was, according to the New Testament, also customary in Palestine at the time of Christ. The water-clocks had this advantage, that they could be used in the night; and the Romans used them to divide their night-watches, which were relieved four times, both summer and winter. Conformably to these four night-watches, time was counted, not only in Rome, but wherever Roman garrisons were stationed; consequently, also in Palestine, after she had become a Roman province. The first night-watch was called *vespera* (evening), from sunset to 9 o'clock; the second, *media nox* (midnight), from 9 to 2 o'clock; the third, *gallicinium* (cock-crowing), from 2 to 3 o'clock; and the fourth, *mane* (morning), from 3 o'clock to daybreak.—*Old and New.*

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DIAMONDS in the newest styles of Settings.
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Estimates furnished on application either personally or by mail. 5 25

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INSURANCE.

Fire, Inland, and Marine Insurance.

N SURANCE COMPANY
OF
NORTH AMERICA,
Incorporated 1794.

CAPITAL $500,000
ASSETS January 1, 1871.. $3,050,536
Receipts of Premiums, '70..... $2,096,154
Interests from Investments, 1870.. 137,050
$2,233,204
Losses paid in 1870..... $1,136,941

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	325,932
Pennsylvania State Loans	159,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,048
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	83,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.
ARTHUR G. COFFIN, PRESIDENT.
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INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870. $1,705,319 07.

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Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

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John Devereux,	Daniel Haddock,
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MARINE INSURANCES
on Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
on Goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY, November 1, 1870.

$300,000	United States Six Per Cent Loan (lawful money)	$333,375 00
200,000	State of Pennsylvania Six Per Cent. Loan	214,000 00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162 50
164,000	State of New Jersey Six Per Cent. Loan	163,920 08
20,000	Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	20,700 00
25,000	Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250 00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000 00
20,000	State of Tennessee Five Per Ct. Loan	13,000 00
7,000	State of Tennessee Six Per Ct. Loan	4,200 00
12,500	Pennsylvania Railroad Company (250 Shares Stock)	15,000 00
5,000	North Pennsylvania Railroad Company (100 Shares Stock)	4,300 00
10,000	Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000 00
261,650	Loans on Bond and Mortgage, first liens on City Properties	261,650 00
$1,260,150	Par. C'st, $1,264,447 34. M'k't v'l	$1,233 357 00
	Real Estate	56,000 50
	Bills Receivable for Insurances made	230,971 27
	Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375 47
	Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912 00
	Cash	143,911 73
		$1,820,727 97

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HENRY BALL, Assistant Secretary. 2 1 11m

1829. CHARTER PERPETUAL. 1871.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '71, $3,087,452 35

CAPITAL $400,000 00
ACCRUED SURPLUS AND PREMIUMS 2,687,452 35
INCOME FOR 1871, $1,206,000. LOSSES PAID IN 1870, $272,931 70.
Losses Paid Since 1829 Nearly $6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.
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FIRE INSURANCE EXCLUSIVELY.
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THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full) $200,000 00
CASH Assets, December 1, 1870 ..... $600,388 24

DIRECTORS.

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Naibro Frazier,	James L. Claghorn,
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LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
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Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
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JOHN S. LEE & CO., ROPE AND TWINE MANUFACTURERS,
DEALERS IN NAVAL STORES,
ANCHORS AND CHAINS,
SHIP CHANDLERY GOODS, ETC.,
Nos. 46 and 48 NORTH WHARVES. 2 8

PATENTS.

UNITED STATES PATENT OFFICE.
WASHINGTON, D. C., Jan. 21, 1871.
On the petition of DANIEL S. NIPPES, of Upper Merion Township, Pennsylvania, administrator of Albert S. Nippes, deceased, praying for the extension of a patent granted to the said Albert S. Nippes, on the 21st day of April, 1857, for an improvement in Grinding Saws:
It is ordered that the testimony in the case be closed on the 21st day of March next, that the counsel on the 21st day of March next, and that the time for filing arguments and the Examiner's report be limited to the 31st day of March next, and that said petition be heard on the 5th day of April next.
Any person may oppose this extension.
SAMUEL A. DUNCAN,
2 10 20t Acting Commissioner of Patents.

REAL ESTATE AT AUCTION.

NOTICE.—BY VIRTUE AND IN EXECUTION of the powers contained in a Mortgage executed by THE CENTRAL PASSENGER RAILWAY COMPANY of the city of Philadelphia, bearing date of eighteenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 405, etc., the undersigned Trustees named in said Mortgage
WILL SELL AT PUBLIC AUCTION,
at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by
MESSRS. THOMAS & SONS, AUCTIONEERS,
at 12 o'clock M., on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to wit:—
No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a ground-rent of $280, silver money.
No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.
No. 3. All that certain lot or piece of ground beginning at the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.
No. 5. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rails, right of way, stations, toll-houses and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway and relating thereto, and all the tolls, income issues and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements and materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the personal property of every kind and description belonging to the said company.
Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments, and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, as well at law as in equity of, in, and to the same and every part and parcel thereof.
TERMS OF SALE.
The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, $300; No. 2, $200; No. 3, $300; No. 5, $100, unless the price is less than that sum, when the whole sum bid shall be paid.
W. L. SCHAFFER,
W. W. LONGSTRETH, } Trustees.
M. THOMAS & SONS, Auctioneers,
12 5 60t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE.—THOMAS & SONS' SALE.—Genteel two-and-a-half-story brick dwelling, No. 110 Jacoby street, between Race and Cherry streets. On Tuesday, February 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-and-a-half-story brick dwelling, with two-story back building and lot of ground, situate on the west side of Jacoby street, between Race and Cherry streets, No. 110; containing in front on Jacoby street 20 feet, and extending in depth 75 feet. It has the gas introduced, bath, etc. Terms—Cash. Possession 1st of October next.
M. THOMAS & SONS, Auctioneers,
2 4 8t Nos. 139 and 141 S. FOURTH Street.

PUBLIC SALE—THOMAS & SONS, AUCTIONEERS.—Well-secured Ground Rent of $150 a year. On Tuesday, Feqruary 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that well-secured redeemable yearly ground rent of $150 a year, clear of taxes, issuing out of all that lot of ground, with the three-story brick store and dwelling thereon erected, situate at the S. W. corner of Cedar and Dickinson streets, Nineteenth ward; containing in front on Cedar street 14 feet, and extending along Dickinson street 60 feet.
M. THOMAS & SONS, Auctioneers,
2 4 8t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SONS' SALE—Two-story Brick Dwelling, No. 2221 Carpenter street, west of Twenty-second street. On TUESDAY, February 28, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-story brick dwelling and lot of ground, situate on the north side of Carpenter street, 190 feet west of Twenty-second street, No. 2221, containing in front on Carpenter street 15 feet, and extending in depth 75 feet to a 3 feet wide alley, with the privilege thereof. The house contains 6 rooms, Subject to a yearly ground rent of $63.
M. THOMAS & SONS, Auctioneers,
2 4 8st Nos. 139 and 141 S. FOURTH Street.

LUMBER

1871 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK HEMLOCK. 1871
1871 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871
1871 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1871
1871 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1871
1871 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1871
1871 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1871
1871 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1871
1871 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871
1871 CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., 115 No. 2500 SOUTH Street. 1871
PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 11 30 6m No. 1715 RIDGE Avenue, north of Poplar St.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp6

SHIPPING.

LORILLARD STEAMSHIP COMPAN

FOR NEW YORK.

SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to

JOHN F. OHL,
PIER 19 NORTH WHARVES.

N. B.—Extra rates on small packages iron, metals, etc. 2 8 §

NATIONAL STEAMSHIP LINE.—Steam to and from NEW YORK, LIVERPOOL, AND QUEENSTOWN.

Steamers sail WEDNESDAY, THURSDAY, and SATURDAY.

Cabin, $75 and $65; Steerage, $28. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (steerage) for $32. Tickets to and from Londonderry and Glasgow by this favorite route at the same low currency rates.

Passengers booked to and from London, Paris, Bamburg, Havre, Bremen, etc., at lowest rates.

NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $15 in Cabin and $2 in steerage cheaper than other first-class lines.

For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to

WALLER & CO., Agents,
1 16 *No. 204 WALNUT St., just above Second.*

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The JUNIATA will sail for New Orleans, via Havana, on ——, February —, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana, on ——, February —.

THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The WYOMING will sail for Savannah on Saturday, February 18, at 8 A. M.

The TONAWANDA will sail from Savannah on Saturday, February 18.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Friday, February 24, at 6 A. M. Returning, will leave Wilmington Saturday, March 4.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
6 1§ No. 130 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES.

Steamers leave every SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 1 11§

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday from and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
COLUMBIA,	TYRIAN,
EUROPA.	BRITANNIA.

From Pier 20 North river, New York, at noon.

Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—

First cabins, $65 and $75, according to location.
Cabin excursion tickets (good for twelve months), securing best accommodations, $120.
Intermediate, $32; steerage, $28.
Certificates, at reduced rates, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to

HENDERSON BROTHERS,
12 27† No. 7 BOWLING GREEN.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commission

Freights taken on accommodating terms.

Apply to

WILLIAM M. BAIRD & CO., Agents,
4§ No. 132 South DELAWARE Avenue.

FOR NEW YORK via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4§

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOW-BOAT COMPANY.

Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
CAPTAIN JOHN LAUGHLIN, Superintendent.
OFFICE, No. 12 South WHARVES,
1 21§ PHILADELPHIA.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11§

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Brooklyn, Saturday, Feb. 18, at 9 P. M.
City of Limerick, via Halifax, Tuesday, Feb. 21, at 1 P. M.
City of Paris, Saturday, Feb. 25, at 10 A. M.
City of London, Saturday, March 4, at 2 P. M.

and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE

By Mail Steamer Sailing every Saturday.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$ 0
To London	80	To London	8
To Paris	90	To Paris	88
To Halifax	20	To Halifax	12

Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.

THROUGH FREIGHT LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1871.

Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk.

WHITE STAR LINE

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray. ARCTIC.
ATLANTIC, Captain Thompson. BALTIC.
PACIFIC, Captain Perry. ADRIATIC.

These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.

Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets.

Steerage, $32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

1 6† J. H. SPARKS, Agent.

FOR NEW YORK

VIA DELAWARE AND RARITAN CANAL,

EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the Line will commence loading on the 8th inst., leaving Daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 1 20

NEW EXPRESS LINE TO

ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., VIA CHESAPEAKE AND DELAWARE CANAL,

with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1§

FOR ST. THOMAS AND BRAZIL, UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain R. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Locoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street below Chesnut.

J. T. EASTON, EASTON & McMAHON, M'MAHON.

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-two inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870, The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12·11 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and 7·10 P. M.	
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	9·50 P. M.
Pacific Express	10·10 P. M.
Paoli Accommodation, No. 4	11·10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·48 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·00 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·55 & 6·40 P. M.	
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·00 A. M.
Lancaster Train	12·20 P. M.
Erie Express	3·40 P. M.
Lock Haven and Elmira Express	5·45 P. M.
Pacific Express	3·25 P. M.
Southern Express	5·45 P. M.
Harrisburg Accommodation	9·40 P. M.
Paoli Accommodation, No. 4	10·50 P. M.

For further information apply to

JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3·30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3·30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 3·30, 5, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45 and 12 P. M., New York Express Lines, and at 11·30 P. M., Line, via Jersey City.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45, and 12 P. M. for Trenton.

At 9·45 A. M. 1·20, 6·45 and 13 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9·45 A. M., 6 45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 9·30 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 9·30 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9·30 A. M., 12·30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.

At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILROAD

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6·45 and 11 A. M., 1, 2·30, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6·45 A. M., 2·30 and 6·30 P. M. for Lumberton and Medford.

At 6 45 and 11 A. M., 3·30, 5, and 6·30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6·45 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford Wednesdays and Saturdays only at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4·30 P. M., and 7 P. M. Wednesdays and Saturdays only 2·30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.
Oxford at 6·05 A. M., 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.
Chadd's Ford at 7·26 A. M., 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays 6·49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
10 3 General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—The trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	9·40 P. M.
" " Williamsport	7·25 A. M.
" arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	12·20 A. M.
" " Williamsport	8·50 P. M.
" arrives at Erie	7·40 A. M.
ELMIRA MAIL leaves Philadelphia	9·30 A. M.
" " Williamsport	6·35 P. M.
" arrives at Lock Haven	7·50 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	9 00 A. M.
" " Williamsport	10·05 P. M.
" arrives at Philadelphia	6·50 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·25 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Lock Haven	8·15 A. M.
" " Williamsport	9·25 A. M.
" arrives at Philadelphia	5·30 P. M.
BUFFALO EXP. leaves Williamsport	12·35 A. M.
" " Sunbury	2 30 A. M.
" arrives at Philadelphia	9·40 A. M.

Express, Mail, and Accommodation, east and West, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g & Allent'n Way	7·20	Pottstown Accom.	9·15
Harrisb'g & Potts'n Ex	8·15	Read'g & Pottsv'e Ac.	10·20
Phila. & Potts'e Way Train	12·30		P. M.
	P. M.	Harrisb'g & Potts'e Ex	1·00
Harrisb'g & Potts'e Ex	3·20	Phila. & Pottsv'e W. Train	4·30
Pottstown Accommo.	4·00	Harrisb'g & Potts'e Ex	7·00
Read'g & Pottsv'e Ac.	4·45	Harrisburg, Pottsville, and Allentown Ac.	9·10
ON SUNDAYS.	A. M.	ON SUNDAYS.	A. M.
To Reading	8·00	From Pottsville	12 35
	P. M.		P. M.
To Pottsville	3·15	From Reading	7·25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7·30 a. m., 12·30 noon, and 4 p. m.

For Schwenksville and points on Per-kiomen Railroad, take 7·30 a. m. 12·30 noon, and 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9·00 a. m. and 5·00 p. m., passing Reading at 1·55 and 10·05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3·10, 8·10, and 11·45 a. m., and 2·50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. 511 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH. Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8½, 9·05, 10, 11, 12 A. M.; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·45, 6, 6·30, 7, 8, 9, 10·05, 11, 12 p. m. Leave Germantown, 6, 6·55, 7·30, 8, 8·30, 9, 9½, 10, 11, 11 a. M.; 1, 2, 3, 3·50, 4, 4·45, 5, 5·30, 6, 6·30, 7, 8, 9, 10, 11 p. m. The 8·20 and 9·30 down trains, 2·30, 3·45, and 5·45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9·15 a. m.; 2, 4·05, 7, 10·45 p. m. Leave Germantown, 8·15 a. m.; 1, 3, 6, 9·45 p. m.

Passengers taking the 6·55, 9 a. m., and 6·30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2·30, 3·45, 5·45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7·10, 8, 9·10, 11·40 a. m.; 1·40, 3·40, 5·40, 6·40, 8·40, 10·40 p. m. On Sundays, leave 9·15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7·50 a. m.; 12·40, 5·40, 9·25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7·20, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Norristown at 5·30, 6·25, 7, 7·45, 8·50, 11 a. m.; 1·30, 3, 4·30, 6·15, 8, 9·30 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Norristown at 7 a. m.; 1, 5·30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8 05, 10, 11·45 p. m. Leave Manayunk at 6, 6·55, 7·30, 8·10, 9·20, 11·30 a. m.; 2, 3·20, 5, 6·45, 8·30, 10 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Manayunk at 7·30 a. m.; 1·30, 6·15, 9 30 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6·20 a. m. and 2·30 p. m.

The 7·45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7·12, 9·05 a. m., and 6·30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8·30 a. m., 12·30 and 5 p. m. trains from New York stop at Intersection Station. 11

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·20 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—

Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4·30 P. M. and 7 P. M. Saturdays only, at 2·30 P. M.

Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia:—

Leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 and 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.

Chadd's Ford at 7·26 A. M. 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays at 6·49 P. M. only.

HENRY WOOD, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7·45 and 11·20 A. M., 2·30, 6·15, and 11·30 P. M. Stops at all stations.

For West Chester at 4·40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4·10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6·30 and 10·45 A. M., 1·55, 4·55, and 6·55 P. M. Stops at all stations.

From West Chester at 7·25 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8·40 A. M. Stops at all stations.

ON SUNDAY—Leave Philadelphia at 8·30 A. M. and 2 P. M. Leave West Chester at 7·25 A. M. and 4 P. M.

W. C. WHEELER, Superintendent.
10 14

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45

CITY INTELLIGENCE.

ERIE.

The Annual Meeting of the Stockholders of the Philadelphia and Erie Railroad Company—The Annual Report—The Election of Managers.

The annual meeting of the stockholders of the Philadelphia and Erie Railroad Company was held at 10 o'clock to-day, at the office of the company, No. 230 Walnut street, Mr. George Griscom in the chair. Mr. George P. Little acted as Secretary.

The minutes of the previous meeting were read and approved.

The annual report of the managers was read by the President, E. F. Gay, Esq. It gives the following exhibit of the earnings and expenses for the year ending December 31, 1870:—

EARNINGS.

Freight	$2,459,154·52
Passengers	606,433·31
Express	33,111·95
Mails	25,000·00
Miscellaneous	20,339·93
Total	$3,144,044·71

EXPENSES.

Conducting transportation	$712,179·28
Motive power	736,926·66
Maintenance of cars	260,710·23
Maintenance of way	867,912·25
Total	$2,577,728·42
Leaving as net proceeds	$566,316·29
The earnings in 1869 were	$3,186,697·05
Decrease in 1870	$42,652·34
Number of passengers in 1869	651,036
Number of passengers in 1870	605,197
Increase	15,159
Total tonnage in 1869	1,302,041
Total tonnage in 1870	1,614,197
Increase	312,156

The report thus continues—

"From the above it will appear that, notwithstanding a very fair increase of passengers and freight, the total earnings have been less than the previous year, which is accounted for by the very low freight charges rendered necessary to compete with the Erie Railroad of New York, whose rates were so low as to render the business unprofitable to themselves and injurious to the interests of other companies. It is believed that this policy will soon be abandoned, and rates established remunerative to all parties, which can readily be done by mutual agreement and a rigid adherence to the rates adopted."

The following statement shows in detail the account of the road with the Pennsylvania Railroad Company:—

DR.

Balance due on construction account Jan. 1870	$37,974·37
Amount paid for construction in 1870	302,757·29
Paid interest on funded debt in 1870	1,060,436·22
For maintaining organization	8,050·26
	$1,409,218·14

CR.

Income of net earnings for road	$566,316·29
Dividends for O. C. & A. R. R. R. stock	210,000·00
Interest allowed	23,337·06
	$799,653·35
Balance due Pennsylvania Railroad Co. Jan. 1, 1871	$609,564·79

"From the above statement it will be seen that after deducting the sum of $340,731·66 due on construction account, the receipts of the road have fallen short of the amount necessary to pay the working expenses and interest on the funded debt in the sum of $268,833·13. A portion of this deficiency is accounted for in the necessity of paying gold instead of currency for interest on a large portion of our bonds, but the principal part, as before stated, is due to the low rates of freight charges.

"This will be apparent from the fact that if circumstances had justified an additional charge of one quarter of one per cent. per ton per mile on 655,000 tons, being nearly the average amount of tonnage carried over the entire road, the receipts would have been sufficient to pay the working expenses and interest on the funded debt, and leave a balance of $202,717 to be applied to construction or other purposes.

"The road is and has during the year been kept in good condition, and the operating expenses compared with other roads have been (in proportion to the amount of tonnage carried) quite favorable.

"The General Superintendent confidently expects to be able to make a considerable reduction in the working expenses of the present year. The improvements made in the construction account consist in deepening the slips in the harbor of Erie, the construction of sidings, and the erection of a roundhouse for locomotives at St. Marys. Arrangements are now in progress looking towards a material extension of the business during the present year. The stock and bonded debt of the company remain the same as on the 1st of January, 1870."

The Treasurer's report, giving the items of the Board of Managers' report in detal, was also read and received.

An election for managers to serve for the ensuing year was then entered into. Tellers were appointed and the meeting took a recess until 12 o'clock, when the report of the election should be presented.

On the reassembling of the stockholders it was found that the following gentlemen had been unanimously elected:—Messrs. Edward F. Gay, J. Edgar Thomson, Wistar Morris, Henry Duhring, Jacob P. Jones, Josiah Bacon, Samuel T. Bodine, John M. Kennedy, Washington Butcher, and Henry D. Moore.

PUBLIC SCHOOLS.

Opening of a New One To-day.

This morning at 10 o'clock the "James Forten" School, at the corner of Sixth and Lombard streets, was dedicated to the uses for which it was built. The building is constructed of brown stone and has a depth of about 100 feet and a width of 50, and is in height two stories. It stands directly in front of the old brick Lombard school house, the inadequacy of which compelled the erection of this beautiful extension.

It has been named after a prominent colored citizen, who, forty years ago, was one of the most popular and prosperous sailmakers in Philadelphia. He carried on an extensive business, and enjoyed the confidence of the leading shipping merchants of the port, and by his industry and attention to his vocation acquired a fortune, which he devoted to the education and training of a large and intelligent family. His eldest son was settled in England when the late Rebellion broke out, and returned to his native city to accept service in one of the colored regiments as a sergeant major, and lost his life in defense of the Union.

This morning, at the time we have mentioned, the dedicatory exercises were commenced, first in the Boys' Department, where, after prayer by Rev. James Underdue, an address of welcome was delivered by John W. Gordon, and then followed brief speeches by Mayor Fox and John Cochran, Esq., Select Councilman from the ward in which the school stands. In the Girls' Department the 103d Psalm was read by the senior class. Then Miss Fannie Griffin delivered an introductory address, and she was succeeded by visitors.

In the Primary Department there were addresses interspersed with music.

The faculty of this school is as follows:—Of the Boys' Grammar Department, John S. Lawrence, principal; of the Girls' Grammar Department, Sarah T. Donnelly, principal; of the Primary, Annie Reville, principal.

THE "STAR" COURSE OF LECTURES.—The second series of the "Star" course of lectures will commence on Monday evening, February 20, at the Academy of Music, when Mr. Wendell Phillips will discourse upon "Street Life in Europe." The other lectures will extend through the balance of February and March, and the season will conclude with a grand musical entertainment. In addition to Mr. Phillips the following lecturers are announced to appear:—Mr. James E. Murdoch, Miss Lillian S. Edgarton, Mr. Josh Billings, Daniel Dougherty, Esq., Rev. E. H. Chapin, D. D., Mr. A. Miner Griswold, General Kilpatrick, and Mrs. Cady Stanton. The sale of season tickets will be held to-day and to-morrow at the music store of Gould & Fischer, No. 923 Chesnut street.

A BREAK.—The water main crossing the Poplar Street Bridge over Cohocksink creek bursted this morning, and the water is flowing at a terrible rate into the creek. The roaring occasioned thereby is an unwonted sound to the people in the neighborhood.

THE NEW RULES.—The Convention to Revise the Rules of the Republican party will reassemble this afternoon in the new County Court House.

SPRING GARDEN STREET.

The Old Project to Open it to the Delaware Revived in Councils—What it would Cost

Should the project, originated about thirty years ago, and now again revived with better prospects of success than ever, be carried out, Philadelphia will soon enjoy what for so long a time she has urgently needed, a large, beautiful, and unobstructed thoroughfare running from the Delaware to the Schuylkill, and lying midway between Market street and Girard avenue. Let the reader glance at a map of the city, and he will discern that between the two thoroughfares last named there is but one point where the body of the city is connected with West Philadelphia, and that at the Wire Bridge, where a number of streets converge. But Spring Garden street is now, we fondly hope, to become the great avenue from the Delaware to the Schuylkill. It is being at this moment widened between Sixteenth and Eighteenth streets, and in the coming spring the grand structure which is to span the Schuylkill where now the rickety Wire Bridge stands will connect almost in a direct line with this thoroughfare of which we speak. Now what is wanted is the opening of Spring Garden street, from where it so abruptly stops at Sixth street, to the Delaware. Should this be done, the value of all adjacent property will be greatly enhanced; a business field which is now narrowed down to a few streets will be greatly amplified by direct communication to the western and northwestern part of the city, and the city will soon repay itself for the moneys it may expend in such an improvement. As we have said, the project of opening Spring Garden street to the Delaware has been resuscitated, and with better prospects than ever. A plan has been prepared by the Survey Department of the properties that will have to be taken up, and the amount of damages to be paid to the owners of them. This is a carefully prepared statement of the assessed value of the properties that will have to be converted to public use, for a street seventy feet wide, from Sixth street to the Delaware river:—

Between Sixth and Chatham	$67,500
" Chatham and Fifth	58,800
" York and China	62,000
" China and Fourth	59,900
" Fourth and Dillwyn	31,000
" Dillwyn and Third	43,500
" Third and Brooke	18,000
" Brooke and St. John	27,100
" St. John and Vincent	19,300
" Vincent and Second	34,000
" Second and New Market	63,500
" New Market and Front	34,650
" Front and Beach	17,300
" Beach and Delaware avenue	34,000
Total assessed value	$557,550

But a portion of this cost would be placed upon properties benefitted by such an opening, so that the actual cost to the city would in reality be very moderate. Councils should move immediately in the matter. Some of the heaviest damages to be paid to individuals are as follows:—Wm. B. Mann, $20,000; Edwin Ford, $9500; Abraham Goldsmith, $15,000; John Morris (in trust), $15,000.

IMPORTANT ARRESTS IN MANAYUNK.—Yesterday the Manayunk police arrested Daniel Kelly, Edward Coughlin, and John Maher, while attempting to break into the residence of P. F. McDonald, on Main street, above Cresson. Kelly is a notorious character, and is wanted in this city on numerous charges. A bench warrant for his arrest has been in the possession of the authorities since 1866. He had been arrested for robbing John Kirk, of Manayunk, of a watch. He was put under bail and was indicted. He forfeited his bail, and has ever since kept clear of the bench warrant that was issued for his arrest. Maher is also an experienced hand at corresponding legerdemain. The trio will have a hearing at the Central this afternoon.

HIGHWAY ROBBERY.—On Friday night Policeman Rowe, of the Sixteenth district, observed two men standing at Thirty-fourth and Market streets. One of them, named John Dougherty, was perfectly sober, the other was intoxicated. The officer approached Dougherty, and wanted to know what he was doing with the inebriated individual. "Taking him home," replied the young man, and with that the two started off. Some time later in the night the drunken man was found lying on a sidewalk in that section of the city with a severe wound on the head. He stated that his companion had taken him into a tavern and treated him, and then reaching the sidewalk, knocked him down and robbed him of a watch and $20 in cash.

THEFT OF WASH CLOTHES.—Michael Kennan, who hails from Chester county, was taken into custody last night upon suspicion of the larceny of a bundle of wash clothes which he had in his possession. He claimed that the property belonged to him, but his story is doubtful. Michael is a very tall man, and an examination of the bundle showed that the clothing contained therein would not fit him by any means. Defendant was held to bail by Alderman Randall for trial.

RIOTING AMONG FIREMEN.—Yesterday William Tustin, Charles Parker, John Bannister, William Stoll, William Skinner, Fenlon Gregg, and Samuel Nichols were arrested upon the alleged charge of rioting at Second and George streets. They are said to be members of the Lafayette and Independence Hose companies. The accused had a hearing before Alderman Shoemaker, and were held in $800 bail to answer.

GOOD SKATING.—The attention of the skating public is called to the fine condition of the ice and the comfortable accommodations at the Chesnut Street Rink, at Twenty-third and Chesnut streets. This evening, by general request, a grand coterie fantastique will be given, during which many startling novelties will be introduced, and our best skaters will participate, dressed in comic costumes.

SUSPECTED OF BEING THE PARTIES.—Some time since the police of the Seventh district seized a horse and huckster cart at Second and Green streets. In the latter was a considerable quantity of stolen goods. On Saturday Jacob Graham and James Clark were arrested on suspicion of having had charge of the team prior to its seizure. They have been held for a hearing at the Central this afternoon.

PHILADELPHIA POST OFFICE.—The following shows the business transacted at the Philadelphia Post Office for the month ending January 31, 1871:—

Number of mail letters delivered, 961,744; local letters delivered, 508,183; newspapers, etc., delivered, 342,250; letters returned to the office, 4652; letters collected, 1,276,852; newspapers, etc., collected, 131,613.

CUTTING AFFAIR.—Blaslus Heenan is proprietor of a lodging-house in Front street, near Green. Yesterday he got into an altercation with George Dittman, and forcibly ejected the latter from the premises, not, however, until he had cut him several times with a chisel, which he used as a weapon in accomplishing his purpose. Blaslus was arrested and sent below by Alderman Toland.

VIOLENT ASSAULT AND BATTERY.—Franklin Hibbs had a hearing before Alderman Cahill yesterday afternoon, upon the charge of having committed a violent assault and battery upon a boy named Scholl at Second and Dana streets. It is alleged that he knocked the little fellow down and inflicted serious injuries. Defendant was bound over in $1500 bail to answer.

A HUNGRY THIEF.—On Saturday night John Harris (not "Curley" Harris) was taken into custody at Twelfth and Market streets, upon the charge of stealing $9 worth of meat from a wagon, which stood at the corner of the streets named. He had a hearing before Alderman Jones, and was held in $600 bail to answer.

STEALING SHEEP.—A young man named John Young was arrested yesterday on a warrant charging him with the theft of sheep from the Avenue Drove Yard, West Philadelphia. The prisoner had a hearing before Alderman Clark and was committed for trial.

LODGERS.—There were 270 lodgers in the Third District Station-house last night.

RECOVERY OF SUPPOSED STOLEN GOODS.—About 4 o'clock yesterday morning the police of the Second district discovered three men in the act of rolling several large-sized bundles into the junk shop of William Hart, at Swanson and Mead streets. They at once set about arresting the men, and as they advanced to the place the alleged thieves ran and escaped. The police made an examination of the premises. They found four bales of fine carpets, one in an alley adjoining and the others inside the place. These are supposed to have been stolen from some warehouse in the neighborhood. An hour or so later one Corson Amos was arrested on suspicion of being concerned in the robbery, and when the junk shop was opened this morning the proprietor was also taken into custody. They will have a hearing this afternoon. The thieves left in a hurry, leaving behind them their overcoats.

FIRES AND NARROW ESCAPES.—A few minutes before midnight the police of the Third district discovered smoke issuing from the second story of the dwelling No. 400 Spruce street. They aroused the inmates, and, gaining admittance, extinguished the flames. The family, who were asleep in the room, came near being suffocated. It appears that some clothing in close proximity to the stove had ignited.

On Friday night a fire occurred in the residence of Mr. A. McGrillis, No. 1728 Ingersoll street. The stove pipe had by some means become detached from the chimney, and the flames set fire to the mantelpiece, and then communicated to the furniture. This was in a third-story room in which several children were sleeping. Fortunately the fire was discovered and extinguished before any great damage had been done.

WIFE BEATER.—John McCormick, residing at No. 120 Richmond street, was taken into custody yesterday upon the charge of beating his wife. Alderman Shoemaker held him to bail to answer.

OWNER WANTED.—On Sunday night the police of the Sixth district found lying in the street a large-sized box marked "Elihu Harmon, Remond, Putnam county, West Virginia." It awaits an owner at the station-house.

FROZEN AT SEA.

The Neptune Again—The Black Record of this Ship Made Still Blacker—Seamen Frozen, Famished, and Uncared For.

The Neptune, owned by Marshall & Co., left Liverpool on Christmas Day, in charge of Captain Peabody, and, to keep the record of the ship consistent, it is said he treated the crew in a most rascally manner during the entire voyage. Three weeks ago yesterday six of the sailors, while working on deck, got frozen, some of them on the hands and others on hands and feet.

The Neptune arrived at New York on Saturday afternoon about 3 o'clock, but the condition of the unfortunate sailors prevented them from coming on shore. By an extraordinary effort one of them yesterday afternoon contrived to make his way to the Beekman Street Station House, where he informed Sergeant Babcock of the sufferings of his companions. The Sergeant, with officers, at once went on board the ship and they saw

A MOST FRIGHTFUL SCENE.

In a small room, unventilated and reeking with foul air, were the six sailors, moaning and crying with the intense pains they were suffering. The stench from the den was unbearable, and everything around had a most filthy aspect. The sergeant communicated with Drs. R. Amable and Vandewater, of the Centre Street Hospital, requesting them, for humanity's sake (as they were not obliged to receive such patients), to do what they could. The doctors, learning the wretched state of the poor men, lost no time in hurrying to the ship, and in less than half an hour had three of the sufferers in an ambulance and on their way to the hospital, returning as speedily as possible for the other three. The scene in the hospital-room on the arrival of the patients was most pitiable. Having never been supplied with a single means of relief or assistance of any kind to allay their pain—the wounds being allowed to remain raw and undressed, and a shiver of indescribable sickness being evident in the limbs of each sufferer—the six men afforded a shocking evidence of how great may become

MAN'S INHUMANITY TO MAN.

The captain of the ship, who, it is asserted, was not only reckless of the lives of his crew, but positively inhuman in the malignancy of his treatment of them after they had got frostbitten, left the ship on Saturday evening without making any provision for the helpless men. The police are powerless in making any charge against him, as the cruelty was done while at sea. The medical men of the hospital, however, deem it to be their duty to

HAVE THE CASE THOROUGHLY INVESTIGATED,

and the proper punishment meted out to Captain Peabody. This is the Captain's second offense in his treatment of sailors, and on the previous occasion, though arrested for the offense, he contrived to escape the law.

The ship Neptune has a record for inhumanities that have startled the public into some idea of what a life is the sailor's when his officers are brutes. Some time since a case of almost

INCONCEIVABLE HEARTLESSNESS

came to light about this same ship Neptune. During the voyage a woman gave birth to a child, and when the ship arrived in port she and her child were both found dead in her berth, the child having frozen. Investigation showed that the unfortunate woman died from want of proper attendance. Such atrocious neglect as this could scarcely be imagined to exist even on the high seas.

N. Y. MONEY MARKET ON SATURDAY.

From the Herald.

"In Wall street business, compared with previous years, shows a marked falling off in the volume of transactions, although a strict analysis would doubtless reveal the fact that the current dealings include a larger number of strictly legitimate investments than has been made at any corresponding previous season. But in Wall street the transactions have always been swelled by operations on margins, and it is the diminution of this kind of business which is telling so greatly against the profits of the commission-houses. Evidence of this state of things will be found in a perusal of the official record of the daily sales at the formal sessions of the Stock Exchange, which shows a large proportion of transactions in railway and miscellaneous bonds, which are sought for their interest-paying capacity rather than from any expectation of a sudden advance in their price. There are people who, no matter what the general condition of the country, are always getting rich, and such people are the present buyers of these securities. Hence, as the demand is steadily on the increase, it shows that the country despite the evils of the currency and banking systems, is prosperous. The diminution of the speculative and the increase of the legitimate business of Wall street are therefore a very encouraging sign."

LATEST NOVELTY.

"THE BARONIAL ENVELOPE."

WM. H. HOSKINS,

Stationer, Card Engraver, Steam Power Printer,

No. 913 ARCH Street,

1 21 smw8p PHILADELPHIA.

WEDDING AND PARTY INVITATIONS ENGRAVED AND PRINTED IN THE LATEST STYLE.

A fine assortment of FRENCH, ENGLISH, and AMERICAN PAPER, with Envelopes to Match.

PAPER and ENVELOPES, ready stamped, always on hand.

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WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand.

FARR & BRO., MAKERS,

No. 324 CHESNUT Street, below Fourth.

$5000 TO $30,000 TO BE INVESTED ON mortgage security. These moneys, being a part of a large trust estate, will probably not be required to be repaid for many years.

THOMAS SHIPLEY,

2 13 3t* 0. 20 N. SEVENTH Street.

THIRD EDITION

MATTERS AT WASHINGTON.

The Missing Tennessee

May not be Heard of for 10 Days.

No Cause for Alarm.

Letter from Secretary Robeson.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

The Anxiety About the Tennessee.

Special Despatch to The Evening Telegraph.

WASHINGTON, Feb. 13.—The President stated this morning to several Senators and others that he expected information from San Domingo city by Wednesday or Thursday next. The Nantucket, which was despatched from Havana on Thursday last, is expected to return by that time. There is a possibility of receiving information to-morrow by the English steamer, which touches at Havana on her homeward voyage, only three days from San Domingo city.

The House Committee on the Judiciary will take occasion to report a bill for the

Apportionment of Members of Congress.

under the new census, on Wednesday or Friday of this week. The committee seem to think they can secure a majority in favor of the bill.

Democratic Filibustering.

The Democrats are again trying to consume the morning hour by calling for the reading of bills and resolutions presented for reference in order to prevent action on the New York Airline bill.

Letter from Secretary Robeson Upon the Overdue Tennessee—News Not to be Expected for Ten Days Yet.

Despatch to the Associated Press.

WASHINGTON, Feb. 13.—The Secretary of the Navy has addressed the following letter to Representative Sargent:—

NAVY DEPARTMENT, WASHINGTON, Feb 13.—My Dear Sir: In reply to your note in regard to the Tennessee, and to quiet as far as may be the apprehension which has been excited as to her safety, I beg to say that the Tennessee sailed from New York harbor at about four o'clock on the afternoon of Tuesday, the 17th January, on a voyage which had for its ultimate destination the city of San Domingo, that at the time of her departure the commission to which that matter was left had not decided whether they would proceed directly to San Domingo City or first visit Samana Bay or some other port on the northern coast of the Dominican Republic. That if she proceeded directly to San Domingo City, that voyage would, at her ordinary rate of speed under steam, consume from eight to ten days, which period would of course be increased if she stopped at any other port by the time spent there. That no advices have been received from San Domingo city or any other port to which the Tennessee would be likely to go since the time of her departure from New York. That there are at this season of the year no lines of ordinary and regular communication from San Domingo City or any other port in San Domingo to any place from which we could, since the time the Tennessee was due at her destination, have received telegraphic or other advices of her arrival or non-arrival. That no extraordinary means of communication were provided, and none are likely to have been employed, except in case of disaster. That since she crossed the Gulf of Mexico, probably about the latitude of 36 deg., north, she would be out of the track of vessels bound for our ports, and that if her voyage is successful we cannot expect advices from her except accidentally, until the return of the Tybee, which makes the only regular line of communication, and which will be due in New York in about ten days. The Tennessee, a new ship of nearly three thousand tons burden, carefully and strongly built, is larger than any ship of our squadron cruising in the West Indies, and is as staunch and seaworthy as any ship of our navy.

Launched since the close of the war, she was found perfectly seaworthy in a long and boisterous trial trip, and she has been during the past year put in complete order and repair. Her engines and steam machinery are of the Ericsson pattern and were in good condition, and pronounced satisfactory by the officers in charge.

She has also full sail power and would be also full perfectly able to take care of herself and make her voyage should any accident happen to her machinery, though in this event it would of course consume more time. She is commanded by a careful and experienced officer, has a full complement of officers and men, and is completely found, provisioned, and equipped.

She carries ten boats, among which is a large steam launch. We have heard of no bad weather in the latitude where she would be likely to be, and her route did not take her at any such distance from the ports of our own coasts and of the West India Islands, that in case of serious accident the survivors of any but a most extraordinary disaster would not most likely have been heard from.

The steamer Tybee left New York on the 1st of February, sailing in the track of the Tennessee, and at her usual rate would have arrived at San Domingo on the 8th, and in case of any disaster to the Tennessee on her way, or of her non-arrival at some part of the Dominican Republic by that date, the news would most likely have been carried by one of our own cruisers, or by the extraordinary means which would in that case only have been employed to reach Jamaica, whence we might, by this time, have heard by telegraph, that it seems to me that there is no greater cause for anxiety concerning the Tennessee than for and other ship of our navy on the ocean; that the absence of advices is by no means evidence of disaster, but will henceforth and till we finally hear by the regular means be each day stronger assurance of a safe and successful voyage; and that suggestions of her loss, made without information and maintained without cause, are as weak as they are cruel. Very respectfully,

GEORGE M. ROBESON,
Secretary of the Navy.

Hon. Aaron A. Sargent, House of Representatives.

FROM THE DOMINION.

Encouragement of Emigration.

TORONTO, Feb. 13.—The province of Ontario has voted $30,000 to encourage emigration, and $20,000 to build houses and clear from three to five acres of land on a number of free grant lots. The proposition is intended more particularly to meet the requirements of new settlers who may have two or three hundred dollars, and be willing to pay a moderate sum cash down in order to obtain immediate shelter for their families and secure a crop of potatoes and other vegetables as a supply for the first winter.

FROM THE STATE.

Appointed Oil Inspector.

Special Despatch to The Evening Telegraph.

HARRISBURG, Feb. 13.—Mr. W. J. P. White has been appointed by Govenor Geary Oil Inspector for Philadelphia. He was a member of the first State convention that nominated the Governor, is the President of the Merchants' Exchange, and was at one time Postmaster of this city.

GRINDSTONE HACKERS FOR TRUING stones save the stone. No dust! No delay! Iron boxes for stones. GEORGE G. HOWARD, 5 9 mf EIGHTEENTH Street.

FOURTH EDITION

LATER FROM EUROPE.

The Entry into Paris.

Programme of Proceedings.

Prussian Movements if Peace is Declared

Important from the Dominion.

American Fishing Vessels Released

The Ship Neptune Outrages.

Mr. Bancroft and the Berlin Mission.

The Steamship Subsidy Bills.

Business Before Congress.

Etc., Etc., Etc., Etc., Etc

FROM EUROPE.

The Arrangements for the Triumphal Entry of the Emperor and Prussian Forces into Paris.

VERSAILLES, Feb. 10.—Upon the entry of the Prussians into Paris the troops will be told off to occupy houses along the line adopted for the passage of the Emperor. On the 19th instant, at noon, the Emperor will enter Paris by a train from Versailles, taking horse at the Paris Station and proceeding to the Tuileries, where he will hold court. The general officers of the army will then inspect the army of investment, which will march with bands playing and colors flying along the line already indicated.

His Majesty will then return to Versailles, where he will sleep, and on the two following days will revisit the Tuileries and then return to Germany, if nothing occurs during the rest of the week or month. If it is impossible to prepare the Tuileries for the Emperor's reception, his Majesty will put up at the Elysee. From trustworthy information received, the Prussian police are encouraged to hope that no untoward demonstration will occur during the Emperor's sojourn in Paris and the triumphal defile of the troops.

The Emperor is Suffering

from an attack of lumbago.

Prince Frederick Charles

has left Versailles, and

Prince Albrecht, Junior,

has arrived. The Grand Duke of Saxe-Altenburg will depart to-morrow. If the terms of peace determined upon by Bismarck, and confidentially communicated to Favre, are not agreed upon by the assembly,

Hostilities will be Renewed

immediately upon the expiration of the armistice. Vigorous proceedings will be adopted with Paris in the matter of securing

Pledges for War Indemnity.

It is believed the latter will be fixed at least at four milliards, but concessions from other points are anticipated.

All the

Troops Before Paris

have been fully reinforced to the utmost war strength, and many

Have Received New Uniforms

to enter Paris, and are looking as smart as if they were on church parade at Potsdam.

The New Draft

is one of unusually fine young fellows, even for the Prussian army. They present a splendid appearance.

The Landwehr

especially are of wonderful form.

The Fourth Corps is ordered to Chartres.

Should Peace be Proclaimed,

all the Landwehr regiments of infantry reserve, cavalry, and artillery will be immediately sent home and broken up.

The Troops of the Line

will remain in the annexed provinces and such parts of France as are to be retained till the war indemnity is paid.

The Garrisons of Fortresses

in Alsace and Lorraine will require about

Sixty Thousand Men

Peace Confidently Expected.

LONDON, Feb. 13.—A special correspondent of the *Times* at Berlin telegraphs to the evening edition of that paper that it is confidently expected at headquarters that peace will shortly be concluded. Nexertheless, military and financial preparations continue.

Borrowing from Peter to Pay Paul.

The Prussian Parliament has been asked to advance fifty millions of thalers to the empire, which will be refunded by the Parliament of Germany.

This Afternoon's Quotations.

LONDON, Feb. 13—1·30 P. M.—American securities firm. Bonds of 1862, 92¼; of 1865, old, 90¾; and of 1867, 89¾. Stocks firm.

FROM NEW YORK.

Death of Assistant-Postmaster Taylor.

NEW YORK, Feb. 13.—Assistant-Postmaster Taylor dropped dead at his residence last evening. He was seventy-one years old and had been connected with the Post Office for fifty years.

The Ship Neptune Outrages.

NEW YORK, Feb. 13.—Two more frost-bitten sailors from the ship Neptune, Liverpool, were admitted this morning into the Centre Street Hospital. They allege that the captain and second mate ill-treated them, because they could not work. Most of those admitted will lose fingers and toes, as gangrene has already set in.

Railway Injunction.

The injunction in the case of the Boston, Hartford, and Erie Railroad, heretofore issued to James Alden, has been so far modified by Judge Blatchford as to allow the receiver to complete that portion of the road already contracted for.

FROM THE DOMINION.

Release of American Fishing Vessels.

ST. JOHN, N. B., Feb. 13.—The American schooner White Fawn, which was captured by the Dominion cutter Water Lily, has been released by a decision of Vice Admiralty. The judge declared that the act of the commander of the Water Lily was hasty and illegal.

New York Produce Market.

NEW YORK, Feb. 13.—Cotton dull; sales of 1500 bales; uplands, 15¾c.; Orleans, 15¾c. Flour quiet and without decided change; sales of 10,000 barrels. Wheat dull and nominally unchanged; sales 20,000 bushels. Corn firm and stock scarce; sales 31,000 bushels new mixed Western at 58c. Oats very firm; sales 21,000 bushels Western at 65@69c. Beef steady. Pork quiet. Lard dull; steam, 12¾@13¼c.; kettle, 13¼@13¾c. Whisky dull at 93¾@94c.

FROM WASHINGTON.

Minister Bancroft.

Special Despatch to the Evening Telegraph.

WASHINGTON, Feb. 13.—The friends of Minister Bancroft have just discovered that if the bill prepared by the House Foreign Affairs Committee to appoint a Minister to the German Empire is passed it will legislate him out of office. Secretary Fish and Assistant Secretary Davis, who is Bancroft's nephew, are at work to have him retained at Berlin.

The Subsidy Interests

in the Senate succeeded in getting this afternoon set apart for the consideration of two steamship bills, the Australian line and the Gulf line. The Senate refused to add any other bills.

The Georgia Senators.

Mr. Trumbull will endeavor to secure a vote to-day in the case of Mr. Miller, Senator from Georgia.

The business of the Senate is so far behind that Mr. Morton introduced a resolution to-day to have a meeting of the Senate at 11 o'clock hereafter.

The Income Tax.

The conference committee on disagreement of the two houses about the Income Tax meet to-morrow, but there is no chance of coming to an agreement.

Homesteads for Soldiers and Sailors.

The Senate Committee on Public Lands today had under consideration the House bill to enable honorably discharged soldiers and sailors, their widows and orphan children, to acquire homesteads on the public lands of the United States, and agreed to amend it by striking out the provision allowing the assignment of homestead certificates, and by omiting the section allowing entry of the land by an agent or attorney.

The committee will also recommend that the Commissioner of the General Land Office have authority to make all needful regulations to carry the act into effect, especially regarding the declarations and proofs required.

Important Railway Action.

The House Committee on Railways and Canals this morning agreed upon the general provisions of a bill allowing all railroad companies throughout the country to run their tracks over any bridge now or hereafter constructed upon paying a reasonable compensation therefor, differences to be adjusted by arbitration.

FROM THE STATE.

Death of a Baptist Clergyman.

WILKESBARRE, Pa., Feb. 13.—The Rev. C. A. Fox, a well-known Baptist clergyman, died suddenly on Saturday.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Feb. 13.—Mr. A. G. Thurman presented resolutions of the Ohio Legislature requesting Congress to pass no more land grants for railroads or other corporations.

Mr. Fenton, from the Committee on Finance, reported back House resolution authorizing the Farmers' National Bank of Fort Edward, N. Y., to change its location and name. Passed.

On motion of Mr. Wilson the House amendments to the bill for the sale of useless military reservations were concurred in.

Mr. Kellogg moved to make the Gulf steamship subsidy bill the special business for to-day, after half-past 4 o'clock. Agreed to, with an amendment, on motion of Mr. Casserly, to include the Australian bill.

Mr. Morton gave notice of a motion to-morrow for the meeting of the Senate hereafter at 11 o'clock in the morning.

At 1 o'clock the Senate, according to previous order, took up the joint resolution prescribing the form of oath to be taken by H. B. M. Miller, claiming a seat as Senator from Georgia.

Mr. Trumbull, chairman of the Judiciary Committee, proceeded to show that Mr. Miller had received seven more votes for Senator than his colleague, Mr. Hill, who had been admitted; that he had been elected by persons not disqualified; and that the administration of a qualified oath in consequence of Mr. Miller's services in the Rebel army as a surgeon was in accordance with practice in the admission of Sheber and Butler to seats in the House, and of Hill to a seat in the Senate, none of whom could take the test oath, Mr. Miller was not disqualified under the fourteenth amendment, and, though a Democrat, had received Republican votes, among others that of the present contestant for the seat. Mr. Farrow, when running as a candidate for the Georgia State Constitutional Convention, had assisted to frame the constitution for that State, and had advocated its adoption by the people.

House.

Under the call of States, which is the first business in the morning hour on Monday, a number of bills were introduced and referred.

Among them was one by Mr. Cobb, of N. C., to protect loyal and peaceable citizens, and to perpetuate the evidence of losses sustained in the war of the Rebellion, providing for the appointment of a commissioner in each county in Alabama, Arkansas, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Virginia, and Kentucky, to take cognizance of all Ku-Klux outrages. The bill, which was a long one, having been read on the demand of Mr. Niblack,

Mr. Eldridge moved that it be rejected, and called for the yeas and nays. Negatived, 55 to 144.

The bill was then referred to the Reconstruction Committee.

The reading of the bill and voting occupied all that was left of the morning hour, the object being to prevent the Air Line Railroad bill from coming before the House.

Various other bills were introduced and referred.

Mr. Dixon, of Rhode Island, moved to suspend the rules and assign Thursday evening's session for reports of the Committee on Commerce. Rejected; 86 to 60, less than two-thirds in the affirmative.

Baltimore Produce Market.

BALTIMORE, Feb. 13.—Cotton quiet; middling uplands, 14¼@15c.; low middling, 14¼@14¾c. Flour very active and firm and stock scarce. Wheat active and firm, but unchanged; choice white, $1·90@2; fair to prime, $1·60@1·83; prime to choice red, $1 80@2; fair to good red, $1·80@3; fair to good, $1·50@1·60; common, $1·30@1·40; Ohio and Indiana, $1 55@1·65; Pennsylvania, $1·50@1·60. Corn dull—white Southern, 86c.; yellow Southern, 80@81c. Oats dull at 60c. Rye dull at 90c.@$1. Mess Pork quiet but firm at $23@23·50. Bacon quiet but firm; rib sides, 12c.; clear rib, 12½c.; shoulders, 10½c.; sugar cured hams, 17½c. Lard quiet at 13½c. Whisky dull at 93@94.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

SECOND BOARD.

$2000 City 6s, New	101¾	11 sh O C & A R	47¾
$5000 O C & A R 7s	82¾	57 do	47¾
$2500 Leh Gold L	88¾	5 sh Penna R	69¾
600 sh Reading R	49·69	81 do	60¾
500 do	60d. 49¾	300 sh Phil & E R	27¾
200 do	49 69	1000 do	27¾
37 sh Manu Bank	29¾		

DIED.

(For additional Deaths see Fifth Page.)

HARKNESS.—At Panama, July 1st, 1870, of Panama fever, HOWARD F. HARKNESS, in his 29th year.

Interment in North Laurel Hill Cemetery on Wednesday, February 15th, 1871, at 3 o'clock P. M. precisely.

DRY GOODS.

EYRE AND LANDELL,

ARCH STREET.

1871 EARLY SPRING. 1871

NEW SILKS.

NEW SHAWLS.

NEW PIQUETS.

NEW CHINTZES.

1 27 mws3mrp

BOARDING.

1121 GIRARD STREET, BETWEEN ELEVENTH and Twelfth and Chesnut and Market streets. Vacancies for Families and Single Gentlemen. Also, a suit of rooms on the second floor, furnished or unfurnished, with first-class board. Also, table board. 10 24tf